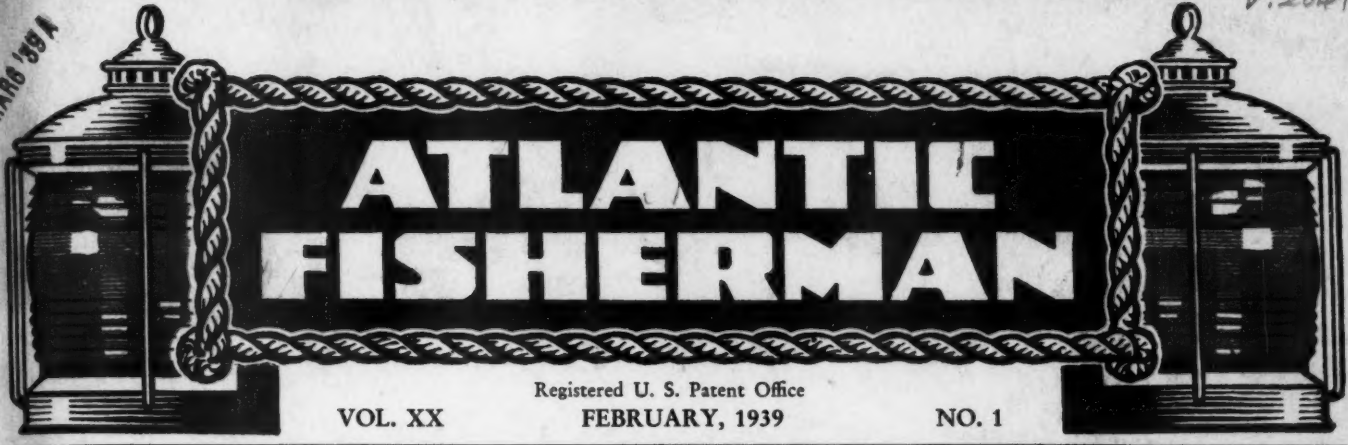


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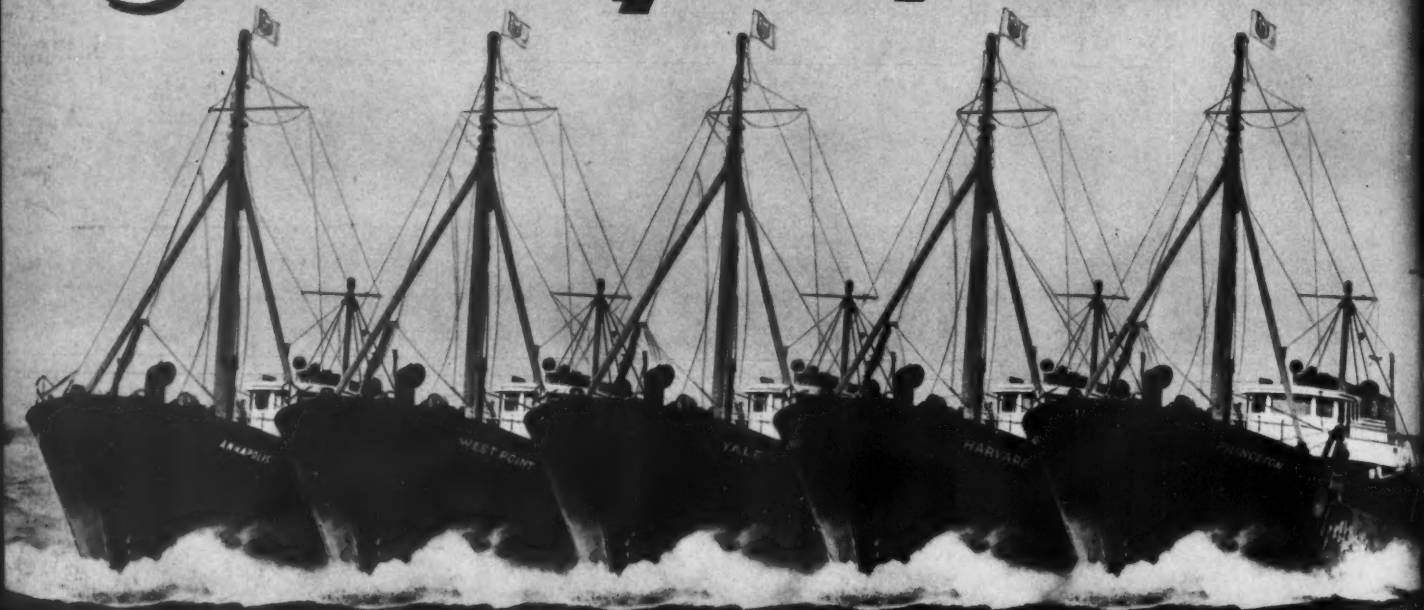
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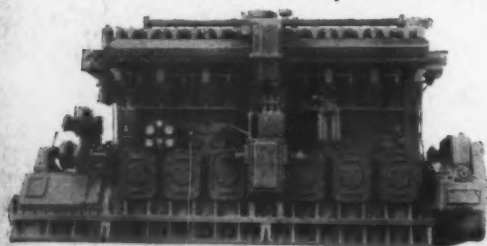
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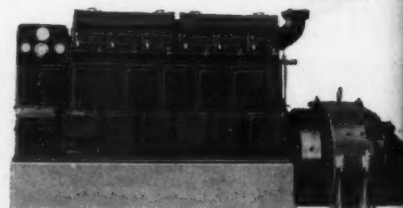
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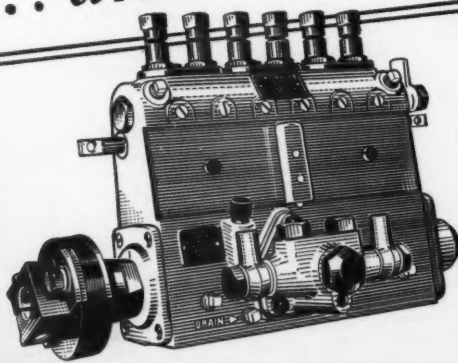
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Utility No. 6R	450 lbs.	13 lbs.	65 lbs.	180 lbs.	7,500 lbs.
Folding No. 12	720 lbs.	12 lbs.	100 lbs.	300 lbs.	12,000 lbs.
Utility No. 12R	900 lbs.	25 lbs.	130 lbs.	360 lbs.	15,000 lbs.
Folding No. 20	1200 lbs.	20 lbs.	170 lbs.	650 lbs.	20,000 lbs.
Folding No. 30	1800 lbs.	30 lbs.	260 lbs.	720 lbs.	30,000 lbs.
Folding No. 50	2500 lbs.	50 lbs.	360 lbs.	1000 lbs.	41,600 lbs.
Folding No. 80	3600 lbs.	80 lbs.	515 lbs.	1440 lbs.	60,000 lbs.

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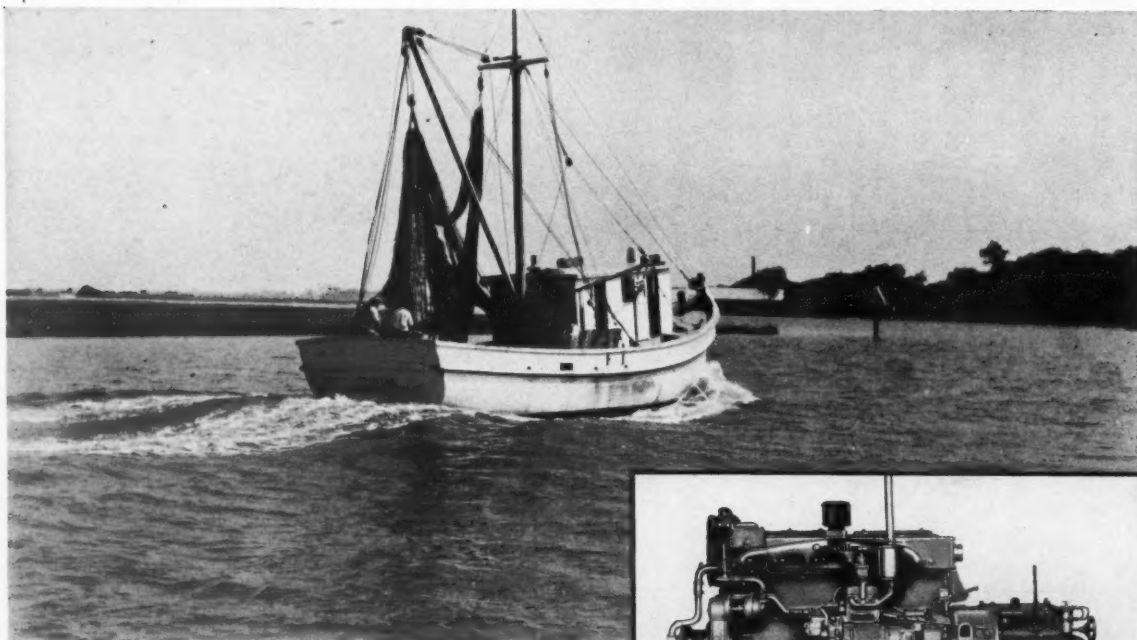
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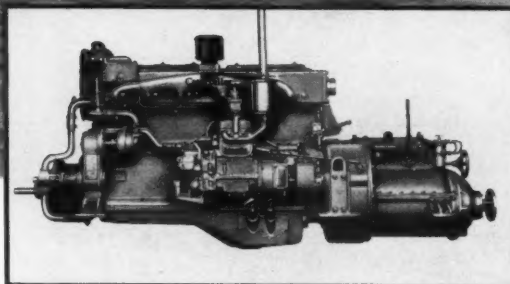
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• The "Spartan," owned by S. Versaggi Sons, St. Augustine, Florida. Powered with a "Caterpillar" Diesel D13000 Marine Engine with Twin-Disc reverse and reduction-gear unit. Equipped with a 40 x 30 propeller.



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They bought one... marined it at their own expense... saw it perform so efficiently and economically that they bought one of the factory-marined "Caterpillar" Diesel Engines almost immediately after they became available a few months ago!

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So highly regarded are these engines, that they were *accepted* by the U. S. Navy practically upon their announcement!

You'll find the "Caterpillar" Diesel a complete, compact, easy-to-install marine package. Its simple

design saves you from frequent and delicate adjustments. Its sturdy construction and continuous rating give you the reliability you need for steady going and coming.

With its low fuel-consumption, the "Caterpillar" Marine Engine *is* a money-maker in any craft! And just as important, perhaps, are the complete and convenient parts-and-service facilities—available practically wherever you tie up! See your nearest "Caterpillar" dealer, or write direct, for more information.

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5¼ x 8 inches • 900 r.p.m.
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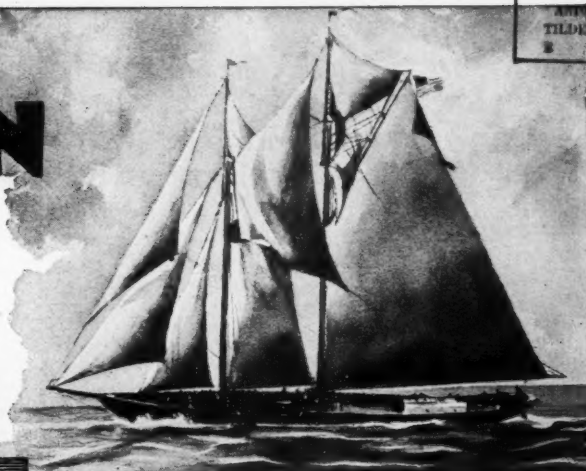
GARDNER LAMSON, *Field Editor*

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Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



VOL. XIX

FEBRUARY 1939

NO. 1

Take Advantage of Lent, with Quality

THE Massachusetts Bureau of Marine Fisheries sent the following letter to the leading hotels and restaurants of Metropolitan Boston, regarding Ash Wednesday and Washington's Birthday, in an effort to cooperate with the program for increasing the sale of seafood.

"It is coincident that two important events fall on February 22nd of this year; George Washington's Birthday and Ash Wednesday, the beginning of the Lenten Season.

"Ash Wednesday marks the beginning of a season, February 22-April 8, when people the country over will eat more fish.

"The State Supervisor of Marine Fisheries suggests that every one enter into the spirit of the Lenten Season on that day and celebrate by eating a fish dinner. Hotels will be thronged with guests, cafes and restaurants will entertain numberless theatre parties, and many will partake of seafoods.

"Boston Fish Market offers an attractive variety of delicious seafoods, touched with the tang of ocean waters, and filled with the health-giving vitamins of the seas. Delicious steaks of halibut, haddock and cod, tasty mackerel caught fresh each day, delicious smelts, butterfish and filet de sole, oysters on the half shell or fried in crispy bread crumbs, clam and quahaug chowder, delicious fried clams and tartar sauce, creamed finnan haddie and old-fashioned fish cakes, Cape scallops, delicious and appetizing, broiled live lobster, lobster stew and lobster salad. This is a variety to satisfy the taste of every one.

"Mother Nature in her boundless generosity has delivered at our very door (the great Boston Fish Pier) her abundant contribution to the 'Horn of Plenty' in the best of seafoods so appetizing, so satisfying, and so beneficial to health.

"Chefs, skilled in the Epicurean Art, will prepare tasty seafood dishes, guaranteed to satisfy the varied tastes of all who dine in the many hotels and restaurants.

"Let all enthusiastically contribute to make February 22nd of this year not only a George Washington's Birthday and an Ash Wednesday but also a fish day all over the country, that we may cultivate a desire to partake of delicious seafoods products that will continue, not only throughout the Lenten Season, but the entire year as well.

"Buy a fish dinner on Ash Wednesday, February 22, 1939, and for good health cultivate the habit to eat more seafood products at least one meal every day throughout the year."

The March issue of Good Housekeeping contains a splendid article on Lenten Meals planned by Julia Hoover and Adeline Mansfield, of the Institute Staff, from which we quote:

"We'll wager that you'll find our Lenten recipes so good that they won't be put away into files to be used only during Lenten season. They are ones that will be epicurean treats twelve months out of the year.

"But before we give you these, suppose we pause a moment to tell you about some of the fish—fresh, quick-frozen and canned—that should find their place at your tables.

"Here are good fish buys. Our market man tells us that fresh bass, bluefish, cod, flounder, haddock, halibut, Spanish mackerel, perch, pike, salmon, shad and shad roe, smelts, sole, oysters, lobster, crab, and clams will be good fish buys for many of you at this time of the year.

"The packaged quick-frozen varieties with which you will want to get acquainted are: fillets of red perch, halibut, cod, sole, haddock, and mackerel; steaks of salmon, halibut, and swordfish; scallops, oysters, lobster meat, crabmeat and shrimp. This special packaging of quick-frozen fish is becoming available in more communities throughout the country, and enables the housekeeper to buy fresh fish at all seasons of the year at reasonable prices. The manufacturer gives you the directions for cooking right on the package; all you have to do is follow his leads. These quick-frozen fish are just as nutritious as the fresh—in fact, are fresh!

"Canned fish include clams, oysters, crab, tuna, sardines, salmon, and other varieties with which you should become familiar."

In order to derive permanent benefit from this Lenten publicity, it is necessary to watch the quality of the product. If the quality of seafood now being consumed as a result of the Lenten season is what it should be, many buyers will be converted to the idea that fish deserves a place on the daily menu the year round.

People will not eat poor seafood, except of necessity, but they will eat good seafood, once they have discovered that it is, in its many varieties, an epicurean treat.

Let's All Work Together

It is a well known fact that what the seafood industry needs most is publicity and advertising. Time and again numerous promotional plans have been suggested—some received serious consideration—some were actually carried out, but all were short-lived. Why, one might ask, has not any organized promotional effort ever been consistently and continuously followed through until real results were shown.

To the careful observer and, no doubt, to most of those in the fishing industry, there is an existing condition which perhaps is responsible for lack of organized promotional work—that is, a great amount of prejudice and intra trade knocking which is present between various sections, and in many instances, between companies in one locality.

Compared to many other industries, the fish business is small, and in many cases, the individual seafood companies are practically insignificant compared to the giants in other lines, so that when it comes to advertising and publicity, no one company can make enough noise to hardly be heard against the huge campaign being sponsored by other food producers. We must work together for substantial results.

Middle Atlantic Production Declining

By Robert A. Nesbit, In Charge of the Middle and South Atlantic Fishery Investigations, U. S. Bureau of Fisheries

WHEN one examines statistics of yield for the Atlantic coast fisheries from New York to Virginia for the past 40 or 50 years a surprising fact is revealed. The catch by fishermen in this area today is actually less than the catch in 1880. What is the explanation?

Although production figures have failed to mount, vast and far-reaching changes have taken place in the industry during the past half century. With the increase in population in the seaboard states, markets have greatly expanded. There have been technical improvements in fishing methods and distribution facilities. New grounds have been opened up and old ones have been even more intensively fished. Markets have been developed for species which formerly had not been utilized because their desirable qualities had not been recognized.

Of special importance during recent years is the development of a winter trawl fishery off the Virginia Capes, where porgies, fluke, sea bass, butterfish, and lesser amounts of croakers and weakfish are taken during the winter. Prior to 1929 most of these fishes were caught only in the summer months. There has therefore been a marked increase in fishing along the entire migratory path of our common fishes in the summer and the development of year 'round fishing for other species as a result of the rise in the winter trawl fishery.

These developments might reasonably have been expected to increase production. However, the following figures showing average annual production of the Middle Atlantic and Chesapeake states at various periods from 1880 to 1935 tell their own story.

1880 to 1889—	530,000,000 pounds
1890 to 1899—	630,000,000 "
1900 to 1909—	760,000,000 "
1910 to 1919—	(no complete canvass)
1920 to 1929—	620,000,000 pounds
1930 to 1935—	490,000,000 "

These figures show that in spite of 50 years of ever increasing fishing effort, today's fisherman takes fewer fish than the fisherman of 1880. This condition can be evidence of only one thing—that the supply of fish has declined. In other words, the resource has been overfished.

There is a very interesting situation in the Middle Atlantic fisheries which, I believe, has not been generally recognized. When conservation officials get together to discuss ways and means of preserving something better than a remnant of our fishery resources for tomorrow, they sometimes mention a limit on the total catch as one means of achieving their end. I believe it is fair to state that the industry as a whole has not looked very favorably on the proposal. In adopting this attitude, however, I believe the industry has overlooked one all-important fact. Overfishing itself has imposed limitation of the most drastic sort. It has imposed a kind of limitation which becomes increasingly severe from year to year.

One of the best examples of what I mean may be seen in the shad fishery. Let us suppose that during the 1890's, when shad fishermen of the Atlantic Coast were catching from 48,000,000 to 50,000,000 pounds a year, conservation agencies of the shad-producing states had proposed to limit the catch to 8,000,000 pounds annually. What would have been the response? Undoubtedly, fishermen along the whole length of the Atlantic seaboard would have protested loudly.

Actually, of course, the states did no such thing. Yet the fishermen, by multiplying their gear and fishing so persistently that insufficient shad reached the spawning grounds, themselves depleted the stock so seriously that today only 8,000,000 pounds can be taken by the most intensive fishing. The shad fisherman today is operating under a limit fixed by fishermen during the past half century. Moreover, he is fishing up to the very limit of the resource, and in all probability he will

have to content himself with an even smaller catch in the future.

If state officials in the 1890's could have foreseen the future and could have imposed an annual limit of, let us say, 8,000,000 pounds of shad for the entire Atlantic seaboard, what would have been the situation of the shad fishermen today? True, they would still take only 8,000,000 pounds, but they would take the fish with a fraction of the effort and expense now required, because they would be taking 8,000,000 pounds out of a vastly larger stock. Therefore the economic position of the industry would be many times sounder than it is today, for after all the only source of real income from a fishery is the difference between the sale price and the cost of production.

Let's project this same line of reasoning into the future. Would it be better to accept some reasonable limitation of the catch now, with the assurance that in the future the industry will continue to take the same poundage of fish, and take it more economically? Or is it desirable to go on fishing heedlessly, taking all the shad that can be caught, with the certain knowledge that overfishing will impose its own ever increasing limitations, and that in the future the industry will take a lower poundage of fish, at a higher cost of production?

Before answering these questions, the thoughtful fisherman will wish to ask another. "Would we make more money if we did not fish so hard?" That question can now be answered by citing the example of the Hudson River.

The Hudson was formerly one of the best shad streams on the Atlantic coast. By 1915, however, the catch had dwindled to a mere 24,000 pounds. Needless to say, the shad fishermen were not making any money. Shortly after 1915 the New York Conservation Department adopted measures (which have now been substantially matched by New Jersey) for the protection of shad. Fishing was limited to four nights out of each week and the length of nets was limited to allow some shad to escape the fishery and reach the spawning grounds. Fishing was prohibited in the spawning areas. Also, an average of a little more than 2,000,000 fry were hatched each year and released on the spawning grounds.

As a result of these measures, the shad fishery of the Hudson has staged an encouraging comeback, and during recent years annual catches of 2,000,000 to 3,000,000 pounds have been made. By staying home several nights a week and fishing a fraction as much gear, the Hudson River shad fisherman is taking 100 times as many fish as he formerly took by fishing practically every night and investing heavily in nets and boats.

If regulation of the intensity of the various fisheries in accordance with scientific principles is the solution of the basic problem of the Middle Atlantic area, how should it be imposed? Obviously, the migratory habits of most of our important species would largely nullify efforts by individual states. Every fishery based on a migratory species must be considered as one throughout its range, rather than as so many separate units.

Although we have secured considerable evidence which indicates that shad return to spawn in the river of their birth, and so are susceptible to local regulation, some of the principal shad-producing areas of the coast are waters bordered by more than one state. I need mention only the Hudson River and Chesapeake Bay as examples. Interstate problems are therefore introduced at once with this species, and they are met to an increasing degree in the case of other species important in the fisheries of the region.

The facts of the weakfish life history are pretty well known. Whether spawned in northern or southern waters, most weakfish spend their early life in waters south of Delaware Bay. Chesapeake Bay and the sounds of North Carolina are very important nursery grounds for this species. During their third summer the survivors of the southern fisheries begin a northward movement which takes them up the coast of New Jersey

and New York. Although these fish return south every winter, they move north again each summer. It is clear that this fishery, should any regulation become necessary, would have to be treated as a unit.

Tagging experiments with scup indicate a close connection between the scup stock which summers in New York and that which summers in New England. The same stock is drawn upon by the winter trawl fishery off Chesapeake Bay. Although we do not believe that this species needs protection at the present time, here again the interests of any particular state can be safeguarded only by joining in a cooperative conservation program with other states engaging in the fishery.

Summer flounders, as well as sea bass, have been subjected since 1929 to the additional strain of the winter trawl fishery off the Virginia Capes. Results of tagging prove that the trawl fishery draws in part on the stock of fish which summers in New York waters. It is not yet certain whether the combined strain of the older summer fishery and the winter trawl fishery is causing depletion. In the case of both flounders and sea bass, however, if protective measures are found necessary, they can be most profitably undertaken by interstate cooperation.

During recent years, attempts have been made to meet these basic problems by providing for some sort of coordinated action. One of the most promising solutions now being considered is the adoption of an interstate fisheries compact. Last November the majority of the coastal states from Maine to Florida were represented at a conference called by the New York Joint Legislative Committee on Interstate Cooperation. A resolution was unanimously adopted by the conferees petitioning the Congress of the United States to grant permission to the states to enter into a compact for the protection of migratory fishes in territorial waters. It is expected that another conference will be called at some future date to consider the actual draft of the compact, after which efforts will be directed toward securing its adoption by the state legislatures and ratification by Congress.

These developments should be watched with the greatest interest by the fishing industry. They represent the most direct attack that has yet been made on conditions which have prevented maximum development of the Middle Atlantic fisheries. Cooperation of the industry with these present efforts of conservation agencies should result in greatly improved conditions.

Freezing as a Stabilizing Force

THE Fishing industry has adopted systems of freezing to such a degree that no longer does the industry find itself in danger of losing any of its products because of large catches, gluts, or any other unpredictable event.

E. H. Cooley, Manager of the Massachusetts Fisheries Association, states that the most conclusive proof had been during the recent truck strike, which might have been most serious, but, as a matter of fact, had not the slightest effect on the quality of fish from the New England area; this because adequate facilities on the Boston Fish Pier and at other production points had enabled the industry to convert the fish into fillets and other ready-to-cook products, put them in the freezer and there hold them for months, if necessary. Modern methods of freezing in cold storage are the only methods known to mankind to preserve in perishable foods the very freshness which makes them so desirable.

In the Fishing Industry, unusual conditions of production often occur. This year, the Winter catch of Boston mackerel is almost as large as the Summer catch, and naturally would upset the conditions of distribution, were it not that freezing is always the open door for the preservation of any surplus.

Storms may delay a hundred or more large trawlers, out on the fishing banks and release all of them for fishing at the same time, as the waters quiet down, and thus we find huge arrivals at the Fish Pier, tonnages far too great for the market to absorb, which are manufactured and frozen, constituting an inventory to level off the inequalities of production and stabilize a business which in years gone by was subject to wide, deep and disastrous fluctuations.

Great Lakes Fishermen Opposed To Treaty With Canada

By John R. Schacht

THE Fishery Advisory Board of the Department of Commerce of the United States met in Washington on January 30-31, 1939, and was welcomed by the new Secretary of Commerce, Honorable Harry Hopkins. Most of the members of the committee were present. John R. Schacht, president of the Great Lakes Fisheries Association, attended as representative of the commercial fishermen of the Great Lakes area. Many topics were discussed and resolutions adopted. There was some discussion of the proposed treaty with Canada covering the Great Lakes fisheries but no action whatever was taken.

However, the Great Lakes Fisheries Committee of the Council of State Governments has been very active. This committee has held several meetings, the last one being held in Chicago, Illinois, on December 5th, 1938. No fisherman nor representative of commercial fishery interests were invited to attend these meetings, attendance being confined to state conservation officials and state legislators from states bordering on the Great Lakes. Why do these conservationists continue to ignore the commercial fishermen? Why are fishermen not invited to attend these meetings and present their case?

In the report of the meeting of the Midwest Regional Assembly of the Council of State Governments held in Chicago, Illinois, on November 21-22, 1938, the report on Lake Michigan fisheries refers to those who oppose their drastic suggestions as agitators and fault finders, who have attempted to organize the dissatisfied minority group. We presume that these references to organized minorities, agitators and fault finders are aimed at us. We have a resolution signed by 768 firms, fishermen and representatives of commercial fishery associations of the Great Lakes areas, which resolution shows that the commercial fishermen of the Great Lakes are almost unanimously opposed to a treaty with Canada covering Great Lake fisheries.

We have again written the Department of State of the United States, at Washington, D. C., requesting a hearing for the Great Lakes commercial fishermen on the question of the proposed treaty with Canada, relative to Great Lakes fisheries, said meeting to be held at some central point on the Great Lakes. We have a reply from Mr. Barnes, head of the Bureau of Treaties, advising that our suggestion is receiving serious attention, and he will answer as soon as practical.

Granting Rule-Making Powers to State Conservation Departments

At the meeting of the Council of State Governments held in Detroit, Michigan, February 26, 1938, the following resolution was adopted:

"Be it resolved that this Committee urges on the various states bordering the Great Lakes the necessity of giving their Conservation Departments by statute, the power to promulgate rules and regulations regarding the taking of food fish in the Great Lakes."

Since this meeting, in pursuance of this resolution, bills have been, or will be, introduced in all states bordering on the Great Lakes vesting absolutely all rule-making power as to commercial fishing in the State Board of Conservation. Are we ready to leave all regulations as to size, season and gear to a handful of conservationists, who can change them when and how they wish? We think the suggestion carries with it grave risks. We admit regulation is necessary and state compacts may be desirable in the interest of conservation, but we think such regulation should remain with the legislatures. We think it unwise to surrender this legislative prerogative. If we turn the fisheries over to these conservation boards, we lose all control over them.

These bills will be introduced into your legislature and have powerful backing, so if you believe as we do that such absolute delegation of power is unwise, dangerous and undesirable, do your part to defeat these bills.

New York City Dealers Organize To Advertise Seafood

By Gardner Lamson

A NEW organization, the Fisheries Council of New York, has been formed with F. W. Wilkisson as chairman, to advertise and promote the seafood business in metropolitan New York.

Pledges are now being circulated among New York wholesale fish dealers, retailers and allied businesses, and it is expected \$50,000 will be raised for the first year's work.

Advertising will be sponsored through radio, newspaper, magazines and posters. Various pieces of promotional material such as window streamers, price lists, counter cards, special strips, etc., will be distributed to stores, restaurants and hotels. Contests will be conducted calling for prize articles on "Why I like to eat fish," "Appetizing ways to serve fish," "Fish as a source of important vitamins", etc.

An advertising program of this type was suggested by Wm. Fellowes Morgan, Jr., Commissioner of Markets. A prime mover in poster and store advertising has been Edgar Greason of Teddy's, The House of Seafood, whose organization is cooperating with the Fisheries Council in preparing advertising for the new campaign.

This is the first definite forward step that has been taken in developing a substantial advertising program in New York, and it is hoped that the utmost cooperation of the industry will be obtained. Such a campaign is something that has been long needed, and it should be of tremendous value in increasing the consumption of seafood.

Fulton Market Wholesale Prices

Species	Jan. 1-7	Jan. 8-14	Jan. 15-21	Jan. 22-31
Alewives	.01-.02	.01-.01	.01½-.02	—
Bluefish	.07-.25	.07½-.11	.08-.25	.10-.18
Butterfish	.08-.12½	.08-.10	.04-.08	.03-.08
Codfish, steak	.08-.14	.06-.11	.06-.11	.06-.12½
Codfish, market	.05-.09	.05-.07	.04½-.08	.05-.07
Croakers	.04-.04½	.04-.05	.02½-.08	.03-.08
Dabs	.02¼-.09	.02-.05	—	.02-.08
Eels	.06-.18	—	.06-.16	.03-.18
Flounders	.05-.15	.02-.14	.02½-.17	.02-.16
Fluke	.09-.18	.04-.16	.04-.15	.04-.15
Haddock	.03-.08	.04-.08	.02-.08	.03½-.07
Hake	.04-.08½	.01-.06	.04-.07	.03½-.07
Halibut	.11-.15	.11-.14	—	.25-.45
Kingfish	.06-.09	.04½-.06	.07-.07½	.07-.11
Mackerel	.06-.06½	—	.05½-.10	.03-.12
Mullet	.10-.12	.08-.10	—	.05-.10
Pollock	.04-.06	.02½-.04	.03-.05	.02¼-.05½
Pompano	.28-.35	.18-.30	.30-.30	.25-.45
Salmon, Pacific	.08-.14	.09-.14	.08-.14	.09½-.15
Scup	.05-.07	.05-.05	.03-.06	.03½-.07
Sea Bass	.06-.20	.08-.14	.03-.10	.03-.14
Sea Trout, Gray	.08-.10	—	—	.07-.08
Sea Trout, spot'd	.14-.23	.18-.18	.10-.20	.10-.22
Sole, grey	.09-.14	.03½-.11	.02½-.07	.02-.09
Sole, lemon	.17-.20	.13-.14	.17-.20	.16-.18
Striped bass	.13-.20	.14-.22	.18-.22	.12-.20
Tilefish	.07-.09	—	.06½-.07	.05-.07
Whiting	.01-.05	.00½-.02	.00½-.03	.01-.06½
Clams, hard	1.25-3.25	1.00-2.00	1.25-2.00	1.50-3.00
Clams, soft	1.00-1.75	.75-1.25	1.00-1.25	1.50-2.00
Crabs, hard	.75-1.00	.75-.75	.75-1.00	1.00-1.25
Crab meat	.35-.65	.25-.65	.25-.60	.25-.70
Lobsters	—	—	.29-.44	.29-.44
Mussels	.75-1.00	—	1.00-1.25	.75-1.00
Scallops, bay	3.25-5.50	2.75-5.50	2.50-6.00	1.75-6.00
Scallops, sea	1.60-1.75	1.40-1.60	1.30-1.50	1.35-1.50
Shrimp	.08-.15	.07-.12	.07-.12	.07-.18

Boston Fish Pier Landings For January

(Hailing fares. Figure after name indicates number of trips)			
<i>Adventure</i> (5)	244,800	<i>Kingfisher</i> (3)	369,000
<i>Adventure II</i> (1)	63,000	<i>Kittiwake</i> (3)	308,000
<i>American</i> (2)	104,000	<i>Lark</i> (5)	513,000
<i>Amherst</i> (2)	148,000	<i>Maine</i> (2)	271,000
<i>Annapolis</i> (2)	302,000	<i>Mary E. O'Hara</i> (1)	63,000
<i>Arlington</i> (3)	336,000	<i>Neptune</i> (3)	238,000
<i>Atlantic</i> (2)	123,000	<i>Newton</i> (2)	212,000
<i>Bettina</i> (2)	53,200	<i>North Star</i> (1)	136,000
<i>Bittern</i> (1)	121,000	<i>Notre Dame</i> (2)	119,000
<i>Boston</i> (1)	96,000	<i>Plymouth</i> (1)	175,000
<i>Brookline</i> (2)	273,000	<i>Pollyanna</i> (1)	49,000
<i>Comber</i> (2)	304,000	<i>Quincy</i> (2)	224,000
<i>Cormorant</i> (2)	141,000	<i>Rainbow</i> (2)	55,100
<i>Cornell</i> (2)	193,000	<i>Ripple</i> (2)	244,000
<i>Crest</i> (2)	222,000	<i>Rita B.</i> (2)	145,000
<i>Dartmouth</i> (1)	107,000	<i>Saturn</i> (3)	427,000
<i>Delaware</i> (3)	336,000	<i>Sea</i> (3)	403,000
<i>Dorchester</i> (3)	323,000	<i>Shamrock</i> (2)	127,000
<i>Ebb</i> (2)	273,000	<i>Shawmut</i> (2)	142,500
<i>Edith C. Rose</i> (1)	47,000	<i>Spray</i> (1)	156,000
<i>Edith L. Boudreau</i> (1)	65,500	<i>Storm</i> (2)	279,000
<i>Fabia</i> (2)	210,000	<i>Superior</i> (1)	51,000
<i>Flow</i> (2)	220,000	<i>Surf</i> (2)	382,000
<i>Foam</i> (2)	212,000	<i>Swell</i> (3)	499,000
<i>Fordham</i> (2)	218,000	<i>Teal</i> (2)	188,000
<i>Georgetown</i> (3)	279,000	<i>Thomas Whalen</i> (3)	253,000
<i>Geraldine & Phyllis</i> (1)	56,000	<i>Tide</i> (2)	243,000
<i>Gertrude L. Thebaud</i> (1)	67,000	<i>Trimount</i> (3)	251,000
<i>Gertrude Parker</i> (1)	65,500	<i>Triton</i> (3)	269,500
<i>Gossoon</i> (3)	181,000	<i>Vandal</i> (2)	128,000
<i>Grand Marshall</i> (1)	52,000	<i>Villanova</i> (1)	107,000
<i>Harvard</i> (1)	120,000	<i>Wave</i> (1)	122,000
<i>Hekla</i> (2)	178,000	<i>West Point</i> (2)	239,000
<i>Heron</i> (1)	104,000	<i>Whitecap</i> (3)	535,000
<i>Holy Cross</i> (4)	330,500	<i>Wm. J. O'Brien</i> (2)	237,000
<i>Illinois</i> (3)	276,000	<i>Wm. L. Putnam</i> (3)	166,000
<i>Imperator</i> (1)	75,000	<i>Winchester</i> (2)	218,000
<i>Isabelle Parker</i> (3)	131,000	<i>Winthrop</i> (3)	290,000
<i>Jeanne d'Arc</i> (2)	241,000	<i>Yale</i> (2)	253,000
<i>Killarney</i> (1)	55,000	<i>Yankee</i> (2)	138,500

New Filleting Machine

Development of an automatic machine for filleting fish has been announced by The Atlantic Coast Fisheries Company. After several months of controlled testing in New York, the first unit was installed recently in Boston for commercial operation on cod, haddock and other varieties of fish.

This new machine is said to meet all technical requirements, and to give new significance to the trend of the industry to quick frozen packaged fish. The principal advantage of the machine lies in its ability to produce substantially greater quantities of edible flesh from fish.

The fifty fish, or one hundred fillets, per minute capacity of the machine will facilitate the prompt utilization of peak loads, help to assure freshness, avoid waste, and stabilize prices.

Mass. Assoc. Meeting and Banquet

The annual meeting and banquet of the Massachusetts Fisheries Association was held at the Parker House, Boston, on February 16. Routine matters were discussed, and the work of the past year reviewed. The question of holding a convention and fish week again this year was talked over, but no definite plan formulated. A special guest speaker was Mr. Gushue, connected with the Government Fisheries Commission in Newfoundland.

Fish Pier Receipts

From January 1 to February 7 there were 431 arrivals with 19,932,200 pounds of fresh fish, while in the same period of 1938 there were 539 arrivals and receipts of 28,112,000 pounds. The decrease is due largely to the bad weather which the boats have been experiencing on the fishing banks.

Redfish receipts were ahead for the first week in February. 1,074,900 pounds were landed during that period as compared with 508,700 pounds for the same week last year.

Texas Fish and Shellfish Production Increases

By Vance H. Trimble

SHARP increases in the production of marine food from the State's coastal waters are shown in the annual report just released by Texas Game, Fish and Oyster Commission. A total of 6,666,782 pounds of shrimp was taken from the State's nine bays as compared with 5,853,963 pounds during the previous 12 months. The region also yielded 1,248,116 pounds of oysters and 62,112 pounds of crabs against 908,487 pounds and 38,984 pounds, respectively, in the previous year.

Catch of other species rose from 3,898,284 pounds in 1937 to 4,821,143 pounds during 1938 in the bays, said the report.

While waters nearer shore were proving a fertile field for fishermen, the Gulf proper failed to come up to its previous year's yield along the Texas coast.

According to the figures compiled by W. W. Boyd, director of the coastal division, the Gulf production fell from 8,295,291 pounds in 1937 to 6,228,572 in the latest report.

There was an increase in the number of commercial boats in use. The report showed 204 bait trawl licenses issued as against 193 the previous year and 300 big trawl licenses issued as against 251.

Large Shrimp Found Off Galveston

Quantities of large shrimp in 600 feet of water about 30 miles off the Galveston, Texas coast have been found by the United States Bureau of Fisheries boat *Pelican*, now engaged in the first organized study of the habits of shrimp in Texas coastal waters.

William W. Anderson, biologist in charge, said the cruise will take about six weeks and extend to Brownsville. The boat, which bases at Gulfport, Miss., began its investigation off Ship Shoals on the Louisiana coast.

Capt. Edgar L. Raymond, master of the *Pelican*, is being assisted by Albert Collier, marine biologist of the Texas Game, Fish and Oyster Commission. Milton J. Linder will join the party at Corpus Christi.



The Gulf shrimper "Texas No. 7", owned by the Texas Fisheries, Inc., Galveston, Texas. She is 45 x 13 x 3 ft. 5 in., and is powered with an MRA-6 Superior Diesel with 2:1 reduction gear. Ten boats in this company's fleet are now powered with Superior Diesels.



The "Sea Emperor", owned by Chas. Bassetta & Son of Fernandina, Fla. She is 45 x 14 x 4 and is powered with a D8800 Caterpillar Diesel engine, swinging a 30 x 16 3-bladed wheel direct drive.

The investigation is being made in the interest of conservation and for the study of the habits and life history of all species of shrimp, Anderson said. For years biologists and commercial fishermen have been interested in learning where shrimp migrate in the winter.

On the trip to Brownsville the boat will zig-zag its course and go as far out as the 100-fathom curve. The *Pelican* is equipped with a large trawl handled by a one half inch steel cable a mile long. The boat is 80 feet in length and powered by a 150-horsepower Diesel engine. It has wireless equipment, radio direction finder, laboratories and quarters for men.

Telephone Service to Aid Fishermen

Uncle Sam's coast guard has taken another step to improve the safety of commercial fishermen operating near Galveston, Texas.

Telephone service has been established to the South Jetty lighthouse, several miles out in the Gulf of Mexico.

For years a phone connection to the lighthouse has been needed, especially when boats occupied by fishermen encounter heavy seas or other hazards.

In the future keepers of the lighthouse, which stands more than 70 feet above the jetty, will be on the lookout for boats in distress and immediately notify the Galveston coast guard station, officials said.

The telephone connection consists of a heavy, specially designed cable which rests on the bottom of the Gulf parallel with the south jetty. It extends from the lighthouse under water to the beach and across the beach in a filled in trench to a point behind the protective barrier of the sea wall. From this point the wires run overhead to the Galveston coast guard station near Fort Point.

The cable was laid from a barge during a calm sea following a recent norther.

Shrimp And Oyster Industry Plans Big Campaign

A meeting was held at the National Canners' Convention at the Stevens Hotel, Chicago, last month, to get all the Biloxi packers of shrimp and oysters and the other packers from Texas to the Carolinas to enter a cooperative advertising campaign and spend at least \$100,000 a year for the next three years to advertise the industry.

At least 75% of the packers have already signed an agreement to join into the National advertising campaign. Another meeting was held in New Orleans on February 7 to perfect plans, which are expected to be of untold benefit to the canners.

North Carolina Beaufort Laboratory Propagating the Terrapin

By Bill Sharpe

DIAMOND-BACK terrapins, headed for total extinction a few years ago, apparently will survive as a species and replenish the earth. At the only terrapin propagation station in the world, Dr. H. F. Prytherch, head of the U. S. Fisheries laboratory at Beaufort, announces that a record hatch of baby terrapin will soon be on the way to various Southern states for planting. Now 13,600 of them are nearing the end of a six-months nap in specially constructed cribs.

Thus the terrapin seemingly has passed the danger point, after it once appeared that it would be as dead as the great auk. The present generation knows not the terrapin, but in the gay nineties, the reptile was the symbol of sinfully extravagant eating. At one time, 8-inch terrapin sold for \$96 a dozen on the New York market. Tar Heel coastlanders scoured the sounds and estuaries and swamps for the highly prized creature, and already by the turn of the century, terrapins were fabulously scarce. Demand for terrapin changed somewhat with the advent of prohibition, but the liquid dining has served to stimulate the market. Hence the economic significance of Dr. Prytherch's report.

Discovery of Oyster Paralysis Wins Science Award

Dr. Prytherch, who won the gold medal award of the North Carolina Academy of Science last Summer, was notified recently that he had received an even higher award. He has been named winner of the Inter-Academy Award and a prize of \$100. The award was made for his scientific paper entitled: "The Life Cycle of a Sporozoon in the Oyster," in which he revealed why the oyster could not keep its mouth shut.

Dr. Prytherch is recognized as one of the world's foremost authorities on oyster culture. Through research he not only discovered the parasite which has caused an annual loss of millions of dollars on oyster farms along the South Atlantic and Gulf Coast but he also devised a method which will combat the parasite and thus save the industry tremendous sums each year.

Dr. Prytherch discovered that common mud crabs were devouring the sick oysters and transmitting large numbers of minute parasites from them to healthy beds. The parasites paralyzed the oyster so that it could not keep its shell closed during dredging, transplanting and shipping oysters, resulting

in mortality ranging from 50 to 90 per cent in affected beds, both natural and cultivated.

Method of combating the parasite is simple. The crabs, or intermediate hosts, do not migrate and can easily be removed from beds by means of scrapes or dredges equipped with fine mesh bags. Beds are cleaned of crabs and other debris before they are planted with seed or adult oysters.

The effect of the parasite on the oyster was studied by producing heavy infections in the laboratory and recording the movements of the shells and muscles on smoked drums. Dr. Prytherch discovered that spore found in dying oysters hatch in the intestines of the crab and release sporozoites which soon develop into large cephaline gregarines. The mature gregarines unite in pairs and after forming a cyst on the tail of the crab undergo reproduction states that may later enter the oyster with the feeding current. In the oyster host certain blood cells become greatly enlarged after engulfing the parasite and interfere seriously with circulation in the muscle so as apparently to cause its paralysis by cutting off supply of food and oxygen.

Menhaden

Menhaden are getting to be one of the most profitable species of fish on the Atlantic Coast. New factories are being built from Lewes, Del., to the Gulf ports. New steamers are also being built to accommodate the supply.

Commercial statistics give a picture of the money value of these fish. Fifteen plants in Virginia in 1921 used 403,000,000 menhaden to produce 30,311 tons of meal and scrap valued at \$1,106,855 and 2,210,000 gallons of oil valued at \$605,760.

Eight plants in 1931 used 156,000,000 menhaden to produce 11,373 tons of meal and scrap valued at \$366,107 and 1,122,974 gallons of oil valued at \$169,471. In 1937 eleven plants used 200,000,000 menhaden to produce 14,252 tons of meal and scrap valued at \$615,213 and 1,361,181 gallons of oil valued at \$522,476.

Slow experimentation in the early years improved methods of reducing the fish to oil and scrap of better quality. It required strong-hearted men to stick with the fish while they rotted in casks on the sun-baked beach. Now modern science, through hydro-genation and basic processing gives by-products which are divested of their repellent force and are challenging the expensive imported fish oils.

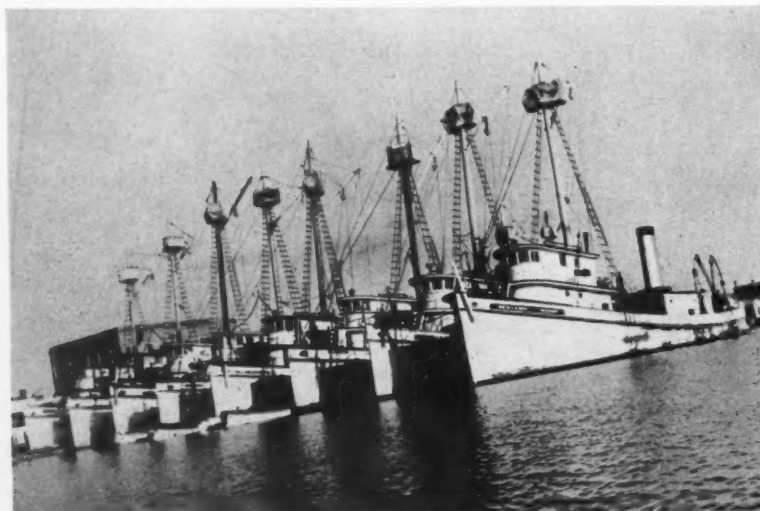
A partial list of the demands and uses for menhaden by-products is a page out of the romance of chemistry; drying oils in paints and varnishes, stuffing grease for leather, soaps, lubricating compounds, tempering steel, screw cutting, cordage manufacture, medicinal and illuminating purposes, manufacture of rubber substitutes, fertilizer, feed for poultry and hogs, top dressing for automobiles, awnings, and tents.

These vessels vary in length from 100 to 200 feet and will carry 200,000 to 1,000,000 fish. They are power-driven and cost about \$100,000, besides the cost of the additional equipment of seine and purse boats.

Traveling north about April and south about October, it is a matter for the captain's judgment whether there will be fish caught. The captain climbs in the crow's nest at dawn and once a school of menhaden is sighted it's a busy time for all.

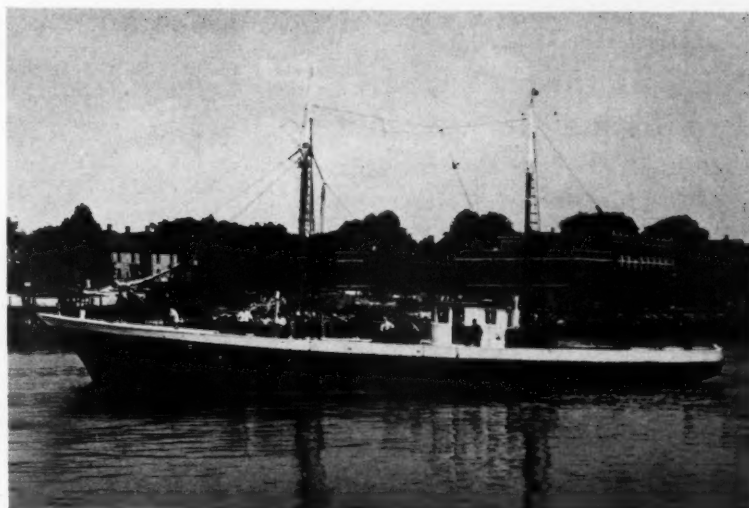
The one-man striker boat and the purse boat is cast loose and the former signals the location and direction of the fish. When he gets between them and the purse boat, he raises all the fuss he can to keep them at hand until the purse boat drops the seine. As this is about 200 fathoms long and ten fathoms deep, and represents the tidy sum of not less than \$1,500, it isn't an easy job to get it dropped.

If the purse boats are lucky it takes from thirty to forty-five minutes from the time the boats are lowered until the menhaden are ready to be hauled aboard the steamer.



Boats of the menhaden fleets of the Smith and Quinn Companies, refueling at the dock of Hugh Piner at Beaufort, N. C.

The "Linta" of Gloucester, Mass., 110 x 17.6 x 9.5, equipped with a 5 cylinder, 4 cycle, 175 hp. Wolverine Diesel engine which replaced a 150 hp. Wolverine.



Chesapeake Croaker Industry One of Much Importance By Edward Bowdoin

THERE was a fraction over 25,000,000 to 30,000,000 pounds of croakers or commonly-known hard-heads, caught in the Chesapeake last year.

It is a ticklish task to navigate tidewater fishing grounds on a dark night without running afoul of nets, fishing being the big business in the Chesapeake Bay territory.

United States Bureau of Fisheries records show that in 1935 Virginia and Maryland had 289 vessels, steam and sail; 12,817 motor craft and smaller boats; 20,685 nets of all descriptions and 13,761 eelpots, with 19,116 men receiving direct employment.

In Virginia alone, 312 vessels and 827 men were used in related industries; 257 wholesale and manufacturing establishments employed 186 white-collar workers and 5,467 wage earners. Salaries and wages totaled \$1,361,088 and manufactured products were valued at \$4,829,819.

Shad and Herring Season

The pound fishermen are now driving piling, over-hauling their boats, and getting their nets in shape for the shad and herring season that begins in Virginia waters in February and in Maryland waters of the Chesapeake on March 1st.

Oyster Demand Poor

The Conservationists of Maryland are alarmed over the decrease of the oyster supply in the Chesapeake and its tributaries, but this season of 1938-39 it is not the supply which has been bothering business, but the demand. Oysters have sold in the shell from thirty-five cents to sixty-five cents, which is a very low price. The shucked stock has been correspondingly low. The same oyster that sells now, in the shell, for sixty-five cents, formerly sold for \$1.00 a bushel.

Hatchery and Repletion Plans Approved

Authority to expend \$12,000 in a combined shad hatchery and oyster repletion program and to apply for additional funds from the WPA for use in the project, was given Chairman G. Walter Mapp by the Virginia Commission of Fisheries on January 24.

Officials said plans for the program still are to be worked out, but that they probably will be crystallized shortly in order to have hatcheries ready to take advantage of this year's shad run.

Gloucester Progressive Fish Co. Having New Dragger Built By Gardner Lamson

B. F. Warner, boat builder of Kennebunkport, Maine, is building an 80 ft. dragger for the Progressive Fish Company of Gloucester. The craft will be launched about the middle of March. She is 18 ft. wide and 9 ft. deep.

She will be powered with a 150 hp. Wolverine Diesel engine and will be fitted for mackerel seining for her maiden voyage.

Mr. Warner is also building another boat for Gloucester—a 35 ft. tuna party fishing boat for Ralph Brigham, which will also be launched next month.

"American" Badly Damaged

Smashed by a hurricane-blown sea which engulfed their craft, the schooner *American*, Capt. James Abbott, limped into Boston minus 6 of her 14 dories, her foresail and foregaff and electric light plant wrecked, and pilot house damaged.

The *American*, after spending 10 days dory trawling on Brown's Bank was proceeding homeward with a trip of fish when about 100 miles East by South of Boston she was hit by a sea which the crew say was the worst they had ever experienced.

Three Vessels Go Mackerel Seining

Three Gloucester vessels are now engaged in mackerel seining—in a month when mackerel have always been safe from fishermen. The *Mary F. Curtis*, Capt. David Keating, the *Eleanor*, Capt. Frank Foote and the *Western Explorer*, Capt. Bernard Nelson, are the trio now in search of mackerel.

Fairbanks-Morse for "Santa Maria"

Capt. Peter Mercurio is installing a 200 hp. Model 35 Fairbanks-Morse Diesel engine in his *Santa Maria*.

Last year the *Santa Maria* ran up a record catch for mackerel in the Winter time and had everyone in New Bedford, Gloucester, New York and Boston all agog as to her big trips and the price they brought. This year she again has made a record—the first 35,000, second 80,000 and the last trip 40,000, with a price of four cents for small and from nine to eleven for large. The first two trips were brought into and sold at New York, the last being sold in New Bedford. One of the trips netted the crew for two nights' work the sum of \$660.

Cooper-Bessemer for "Frances"

The Gloucester branch of Cooper-Bessemer Corp. has sold a 90 hp. Cooper-Bessemer engine for the T Wharf dragger *Frances*, owned by Capt. Sanfillipio.

Long Island Fishing Industry Saved By Killing of 3-Mile Limit Bill

By C. A. Horton

A MEASURE sponsored by Assembly-man John J. Ferril and the Chamber of Commerce of the Rockaways, which would have prohibited commercial fishing within a three-mile radius of shore from the Rockaways to Montauk Point, was defeated in committee on January 31 by Assembly-man Edmund R. Lupton.

The dangerous three-mile limit bill, which if made into law would have placed Long Island's fishing industry in virtual bankruptcy, was backed solely by the Rockaways chamber, according to Alfred R. Tucker of the Long Island Fishermen's Protective Association.

Mr. Tucker added that State Senator George L. Thompson who for many years has safeguarded local fishing interests, and Assemblyman Elisha T. Barrett pledge themselves to fight the Ferril bill.

The Long Island Fishermen's Association as well as fishing interests throughout Long Island sponsored appeals to the Suffolk County Board of Supervisors, Nassau County authorities and State officials to vigorously oppose the bill. Mr. Tucker revealed that his association had been joined by the Middle Atlantic Fishermen's Association, of which John H. Matthews is Secretary, in opposing the measure.

Would Stock Waters with Flounder Fry

Renewing arrangements with the U. S. Bureau of Fisheries for stocking Long Island waters with flounder fry, Congressman L. W. Hall is sending particulars of the plan to all supervisors in Nassau and Suffolk Counties.

Mr. Hall says: "The stocking of Long Island waters in the last two or three years has brought good results. There will be millions of the flounder fry planted, and with conservation and good luck, our flounder fishing should get better."

Codfish Scarce

Skippers at Montauk have discontinued their trips for codfish because of the scarcity of them. Boats out of Block Island are making light catches. Before the holidays the catch was very good. Prices are high because of the scarcity.

Trap Fishermen Ready for Spring

The trap fishermen of the North and South shores are rushing along the work in the shops preparatory for the Spring fishing. The fishermen suffered great losses in the hurricane, but they will be ready, nevertheless, for Spring fishing.

Would Increase Legal Length of Striped Bass

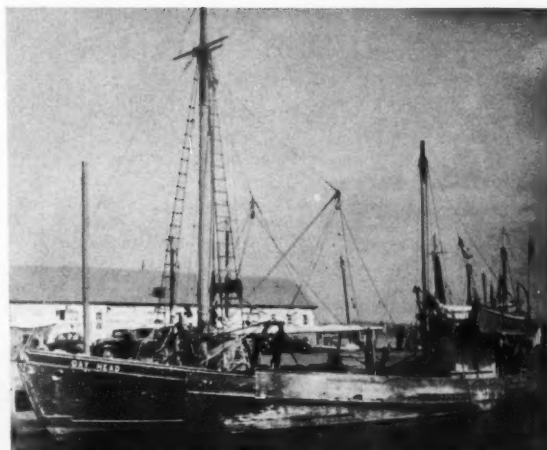
The Long Island Fishermen's Protective Association with headquarters at Sayville, has been considering the question brought before them by the sportsmen's clubs of increasing the catch of striped bass from 12 to 18 inches. The fishermen are willing to meet the sportsmen by making the size 15 inches. The question is still under consideration.

Considerable data has been submitted by the fishermen to prove that striped bass do not mature enough to spawn until they are 18 inches long or over four years old. It was also shown that the bass are both resident and migratory fish and that they spawn in fresh or brackish water in the months of April, May and June.

Oyster Tasting

THE Wine and Food Society, Inc., held its annual Oyster Tasting, under the auspices of Long Island Oyster Growers, at the Waldorf-Astoria in New York on Friday, February 17.

Oysters from Great South Bay, Gardiner's Bay, Great Peconic Bay, Little Peconic Bay and Oyster Bay were featured, together with a long list of imported wines and stouts.



The scalloper "Gay Head", owned by Capt. Dan Mullins of New Bedford, Mass., skippered by Capt. Martensen. Equipped with a 120 hp. Atlas Imperial Diesel engine and Hyde propeller.

New Bedford Items

By M. E. Harney

TRAGEDY again overtook the scalloper *Isabel Q.* on her last trip out. Henry Hansen, the engineer, was swept overboard and drowned about forty miles off Nantucket. His body was recovered by the quick work of the Captain and crew, who brought the body into port here.

The last week in January was a tough one for the boats off here. The entire fleet was docked between here, Nantucket, Woods Hole and Vineyard Haven. A few ventured out over the week-end but were back in port as soon as possible. There have been very little ground fish and almost no scallops landed here recently.

Hathaway's Busy

The Hathaway Machinery Company is very busy with boats having one thing or another done. The *Fannie S.*, who a few weeks ago had crank shaft trouble, has had to tie up and order a new one, which is expected momentarily. The *Joan & Regina* is here fitting up for scalloping. Formerly of Gloucester, she has been bought by a party named Hayden. Another scalloper getting fitted out is the *Francis Manta*. The *J. M. Marshall* had to stop in here on her way to New York, where she is going to get tile fish. The *Huntington Sanford* of the Murphy fleet went on the ways for a leak somewhere above the stuffing box. The *Shannon*, another of the Murphy fleet, had new batteries installed.

New Boat for Murley

Capt. Murley has placed an order for another dragger, sister ship to the *Chas. S. Ashley*, with the Morse Boatbuilding Corp., Thomaston, Maine. Rumor has it that she will be named *John R. Murley*. She is to be powered with a 180 hp. Cooper-Bessemer.

New Atlas for Mullins

Capt. Dan Mullins is having a new 100 hp. Atlas Imperial Diesel engine installed in his *Sankaty Head* which will soon be in commission again.

New York Banquet

THE Middle Atlantic Fisheries Association held its annual banquet at the Hotel Pennsylvania, New York City, on Saturday, January 28.

As usual, this social event of the year for this area was largely attended, and proved to be a gala occasion, combining with the festivities much sound business advice from many of the speakers.

Maine Lobstermen To Have Memorial Statue at World's Fair

By Dick Reed

RAPID progress and much interest in the project to place a bronze memorial to Maine lobster fishermen in the World's Fair at New York, was reported by the committee in charge of this project.

The memorial will take the form of a life size statue in bronze of a Maine lobster fisherman, to be executed by Victor Kahill of Portland.

The fund for this purpose is being raised by public subscription and Maine citizens and summer visitors will be asked to contribute. Contributions will be accepted by Rufus H. Stone, secretary at the Fishermen's Relief Association, 2½ Union Wharf, Portland.

It is believed that this statue will be of great value in drawing the attention of the hundreds of thousands of visitors to the lobster fisheries of Maine.

Maine Lobster Catch for '38

Maine lobster fishermen caught 4,411,898 pounds of the delicious crustaceans during 1938 and sold them for \$1,243,152.07, according to figures compiled from license applications by the Department of Sea and Shore Fisheries. All fishermen are required to file statistical information before being issued a permit.

In 1910, department records showed that the catch was nearly 20,000,000 pounds. The decrease has been a steady one. Commissioner Arthur R. Greenleaf is of the opinion that the new rearing station, scheduled to start operating in the spring will start in the catch on the upward trend.

Boats valued at \$1,718,112.19 were used and fishermen purchased 841,199 gallons of gasoline for which they paid \$152,387. Nearly 240,000 traps valued at \$419,481 were set and 252,436 pounds of bait which cost \$125,713 was used to toll the lobsters to them.

Good Results From Marketing Mussels

Sea and Shore Fisheries Commissioner Arthur R. Greenleaf's recent proposal that markets be found for the millions of barrels of mussels growing along the Maine coast, is meeting with favorable results. A large number of inquiries from every section of the country have been received and on February 4 a shipment was sent by Greenleaf to Omaha, Neb., to the proprietor of a chain of restaurants.

Greenleaf said that some marketing investigations were being made by his department and the Maine Development

Henry Teel of Port Clyde, Maine, in his 29 ft. fishing boat built by C. A. Winthrop of Waldoboro, Me.



Commission and predicted that mussel harvesting could be worked up into a fairly extensive business in the future.

He said that a Maine Mussel Week would be held in March in an attempt to sell the product to Maine folks.

Bass for Sport

Stating that he believed a striped bass sports fishery could be developed in Maine as a major recreational attraction, Sea and Shore Fisheries Commissioner Arthur R. Greenleaf recently endorsed a legislative measure to protect this specie against widespread seining and weir fishing. Although he believes that commercial fishermen should have preference in most cases Greenleaf is of the opinion that the gamey salt water bass will bring more returns to the State, in the long run, if reserved for sport fishing.

He predicts that if they were allowed to be taken in an unrestricted manner, in a short time the schools would be depleted to such an extent that nobody would benefit. Stating that after several years of total absence bass are now coming to the Maine coast in increasing numbers Greenleaf believes that they should be given every possible chance to propagate.

He said that commercial fishermen would eventually be able to derive a good income from rental of boats to sportsmen who find the Maine bass a real game fish.

International Paint Appoints Hill

The International Paint Company, Inc., announce the appointment of Edwin M. Hill of Damariscotta, Maine, as their agent for the State of Maine, effective February first.

The dragger "Alice Hathaway", owned by Capt. Ambrose Smith and John Hathaway of New Bedford, Mass., skippered by Capt. Ben Reed, and equipped with a 250 hp. Nelsec Diesel engine and Exide batteries. As she looked before having a whaleback built and both sticks cut shorter.



Where-to-Buy Directory

Equipment, Gear, Supplies, Service

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

BATTERIES

Dry Cell

*"Eveready": National Carbon Co., Inc., 30 E. 42nd St., New York, N. Y.

Storage

Bowers Battery Mfg. Co., Inc., Reading, Pa.
Edison Storage Battery Co., West Orange, N. J.
*"Exide": Electric Storage Battery Co., Philadelphia, Pa.
Willard Storage Battery Co., Cleveland, Ohio.

BOAT EQUIPMENT & SUPPLIES

The E. J. Willis Co., 91 Chambers St., New York, N. Y.

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.
Crown Can Co., Philadelphia, Pa.
National Can Corporation, 110 E. 42nd St., New York, N. Y.

CLUTCHES

*Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.
Western Refrigerating Co., 18-20 E. Hubbard St., Chicago, Ill.

CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
*New Bedford Cordage Co., 233 Broadway, New York, N. Y.
*Plymouth Cordage Co., North Plymouth, Mass.
*Wall Rope Works, 48 South St., New York.
Whitlock Cordage Co., 46 South St., New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL GENERATING SETS

*Bolinders Co., 33 Rector St., New York, N. Y.
Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 75 Kneeland St., Boston, Mass.
Electro Dynamic Works, Bayonne, N. J.
*General Electric Co., Schenectady, N. Y.

ENGINE MANUFACTURERS

Diesel Engines

*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
*Bolinders Co., 33 Rector St., New York, N. Y.
The Buda Co., Harvey, Ill.
*Caterpillar Tractor Co., Peoria, Ill.
*Cooper-Bessemer Corp., Mount Vernon, O.
Covic Diesel Div., Northhill Co., Inc., 6826 McKinley Ave., Los Angeles, Calif.
Cummins Engine Co., Columbus, Ind.
Electric Boat Co., Groton, Conn.
*Fairbanks, Morse & Co., Chicago, Ill.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

*The National Supply Co., Superior Diesels, Springfield, Ohio, Philadelphia, Pa.
Red Wing Motor Co., Red Wing, Minn.
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.
Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts

Lehman Engineering Co., 972 Broad St., Newark, N. J.
*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.
Osco Motors Corp., 3102 C St., Philadelphia, Pa.

Fuel Oil Engines

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.
Red Wing Motor Co., Red Wing, Minn.

Gasoline Engines

The Buda Co., Harvey, Ill.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.
Red Wing Motor Co., Red Wing, Minn.
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.
*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

FISHING GEAR

*The Great Grimsby Coal, Salt and Tanning Co., Ltd., Grimsby, England.

FISH SCALERS

Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FLOAT DOPE

Wisconsin Paint Mfg. Co., Inc., 3710 North Richards St., Milwaukee, Wis.

FLOATS, Gill Net

Chequamegon Cedar Float Co., Washburn, Wis.

FUEL INJECTION EQUIPMENT

*American Bosch Corp., Springfield, Mass.

HOOKS, Fish

*"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

ICE BREAKERS

*"Champion": Champion Line Machinery Co., 278 Stewart Ave., Arlington, N. J.
*"Creasey": Gifford-Wood Co., Hudson, N. Y.

NAUTICAL INSTRUMENTS

Kelvin-White Co., 90 State St., Boston, Mass.

NAVAL ARCHITECTS

*John G. Alden, 131 State St., Boston, Mass.

NETS AND NETTING

W. A. Augur, Inc., 35 Fulton St., New York, N. Y.
*The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.
*National Net & Twine Co., 211 Congress St., Boston, Mass.

NET PRESERVATIVES

East Coast Fish Net Preservative Co., Box 835, New Orleans, La.
*"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

OILS (Fuel, Lubricating, Gasoline)

*"Essomarine": Penola, Inc., 26 Broadway, New York, N. Y.
Shell Union Oil Corp., 50 West 50th St., New York, N. Y.

OILED AND RUBBER CLOTHING

*D. O. Frost Corp., Gloucester, Mass.
Hodgman Rubber Co., Framingham, Mass.
M. L. Snyder & Son, 1812-72 E. Boston Ave., Philadelphia, Pa.

PAINTS

Pettit Paint Co., Belleville, N. J.
*Edw. Smith & Co., Long Island City, N. Y.
Tarr & Wonson, Ltd., Gloucester, Mass.

PROPELLERS

Columbian Bronze Corp., Freeport, N. Y.
*Hyde Windlass Co., Bath, Me.
Michigan Wheel Corp., Grand Rapids, Mich.

RADIO DIRECTION FINDERS

General Communication Co., 677 Beacon St., Boston, Mass.

RADIO TELEPHONES

Western Electric Co., 195 Broadway, New York, N. Y.

RANGES

*"Shipmate": Stamford Foundry Co., Stamford, Conn.

REVERSE & REDUCTION GEARS

Snow & Petrelli Mfg. Co., 25 Fox St., New Haven, Conn.
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

SHIPBUILDERS, BOATYARDS

Bethlehem Shipbuilding Corp., Bethlehem, Pa.
The Charleston Shipbuilding & Drydock Co., Charleston, S. C.
The Ingalls Iron Works Co., Birmingham, Ala.
Portland Yacht Service, So. Portland, Me.

SHIP CHANDLERS

Sherman, B. Ruth, Inc., Steamboat Wharf, Gloucester, Mass.

SIGNALS, Distress

International Flare-Signal Co., Tippacanoe City, Ohio.

STEERING GEAR

The Edson Corp., 49-51 D St., South Boston, Mass.

STERN BEARINGS

Chapman Products, 166 Thames St., Newport, R. I.
*Hathaway Machinery Co., New Bedford, Mass.

TELEGRAPH SERVICE

Postal Telegraph, 67 Broad St., New York, N. Y.

THRUST BEARINGS

Kingsbury Machine Works, Inc., 4316-28 Tackawanna St., Frankford, Philadelphia, Pa.

TRANSPORTATION

Fish Forwarding Co., 151 South St., New York, N. Y.

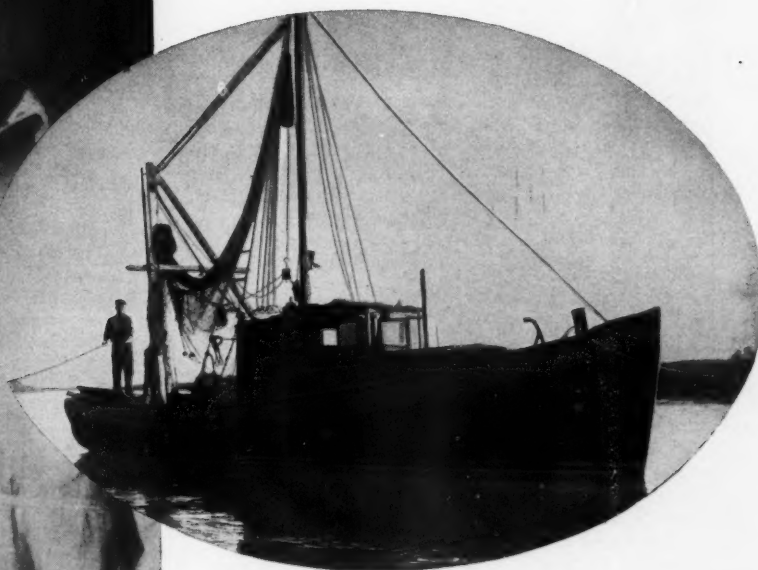
TRAWLING EQUIPMENT

New England Trawler Equipment Co., National Docks, Lewis St., E. Boston, Mass.

WIRE BASKETS

Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.

5 YEARS ON A DIET OF Essomarine



ABOVE: Capt. M. Santos of Darien, Ga., and his 33 ft. shrimp boat, Paradise, which has 11 ft. beam and is powered with a 30 h.p. Caterpillar engine.

—and the engine of the shrimp-boat Paradise has never failed!



Essomarine Lubricants are distributed by these major oil companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company (Inc. in Kentucky)—Standard Oil Company (Ohio)—Humble Oil & Refining Company—Imperial Oil, Limited (In Canada). Direct inquiries to Essomarine, 26 Broadway, New York City.

LIKE most shrimp fishermen, Capt. Santos starts out from Darien, Ga., for the fishing grounds in all kinds of weather. He's been caught offshore in many a heavy nor'easter... which is tough on any boat's engine! BUT... for five years he has used nothing but Essomarine... and *not once* has his engine failed him!

Every skipper of a commercial fishing vessel puts out from port with one main idea in mind... a good-sized catch to take back to the fish wharf, *for a fair profit*. And all up and down the Atlantic coast hundreds of experienced fishermen know that there can be no fair profit if big chunks of cash must go for repairs to engines that fail due to faulty fuel or lubrication.

They prescribe an exclusive diet of Essomarine fuel and lubricants for fishing craft engines. Then they can fish with their minds on the business at hand, instead of worrying about how close they can get to port before the engine quits. Follow their example. Use Essomarine... and protect your fishing profits!

From BRIDGE to BUNKERS..

*dependable, portable light means
safety in routine jobs or in emergencies*



ON DECK, the new "Eveready" Water-Proof Flashlight is the very thing sailors have been waiting for. Tough, shock-proof, this new light is completely encased, switch-and-all, in a soft rubber sleeve. Lenses are *plastic*, instead of glass, and therefore unbreakable. Reflectors are chrome-plated. Range 500 feet with two-cell model, 700 feet with three-cell model.

DOWN BELOW, it's mighty comforting to have these new "Eveready" Approved Safety Flashlights. These new focussing spot lights bear the approval labels of *both* the U. S. Bureau of Mines and the Underwriters' Laboratories, are *safe* in explosive gaseous atmospheres as indicated on the label.

High quality semi-hard rubber cases, internally reinforced with brass, heavy duty hand-replaceable switches, *plastic* unbreakable lenses, non-rolling octagonal heads and ring hanger provide a light that is proof against impact and dropping; against water, oils, greases, gasoline, alcohol, salt, acids and hot wires.

Explosion protection is provided by the special spring-loaded lamp socket and guard wire. Should the lamp break, the spring ejects the lamp base instantly, breaking the circuit and contact with the guard wire at the same instant chills the hot filament. Better stock up on these new Safety lights now...you'll be glad you did next time you have a fuel line to repair, or tanks to inspect.



EVEREADY

TRADE-MARK

BATTERIES

ARE FRESH BATTERIES

←The DATE-LINE Guarantees FRESHNESS

NATIONAL CARBON CO., INC.

30 E. 42nd St., New York, N. Y.

Unit of Union Carbide and Carbon Corporation

The word "Eveready" is the trade-mark of
National Carbon Company, Inc.

Vineyard

Fishermen Witness Two Strange Occurrences in Month

By J. C. Allen

FISHERMEN are a darned peculiar breed of men, and all things written about them must be equally peculiar, as viewed from the standpoint of a landsman. If this isn't true, then it isn't natural. Right now, in these latitudes, we are winding up the month of January. There are a number of things in the log for this month that are devilish odd.

The local luck, among the regular varieties of fish taken here, has stacked up about as good as usual, with prices holding up better than average on everything except yellowtails.

More Butterfish and Mackerel than in Summer

The catch has included more cussed butterfish than the traps caught last Summer, and they are still arriving. Strange Occurrence Number One. And the mackerel; the night before this report was penned, the temperature dropped to about eighteen above zero. It didn't stay there long and the reading was taken ashore, which probably wouldn't give an extremely accurate idea of the temperature at sea a few miles out. But still and all, it was not what anyone would call Summer weather. And yet, on that same night, the seiners pursed up a hundred thousand pounds of mackerel somewhere between Nomansland and Block Island. Such things may have occurred before, but none of our old-timers know anything about it.

Blames Educational Program

Florida newspapers tell about a move down there to organize the fish dealers. One of these birds say that the dealers are all broke from borrowing in order to keep going, and that the fishermen are penniless and unable to get anything for the fish. He predicts the end of the American fisheries if something isn't done about it and some suggest that the New England fisheries may be suffering from the same troubles. The lad who is making all this wake as he gets under way is C. G. Meigs, president of the West Florida Seafood Dealers Co-operative Association, and he paints a tough picture according to the *Florida Times-Union*. He wants government aid in educating the public to eat fish, applied the same as it has been done for the farmers and meat-producers. An organization of sea food dealers, he believes, might help.

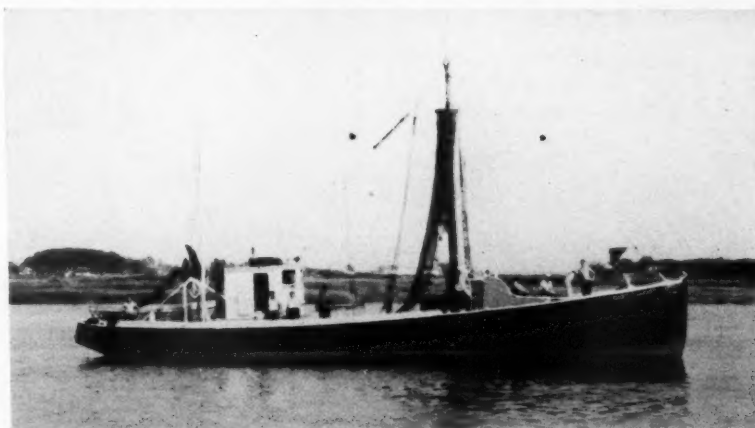
But down here in this neck of the ocean, we blame the big fish dealers for a good percentage of our troubles. There is no other cause for the absence of demand for some of our best fish than the educational program which the big dealers have engineered.

Spring scup, once worth thirty, even forty dollars a barrel, now bring five and six. Mackerel, once bringing fifty dollars a barrel, may bring twenty, but it is doubtful. Other varieties have declined in value similarly and the only thing that has gone up in price correspondingly is the Summer fluke and blackback flounder, of which comparatively few are taken as compared with the hauls of scup of other years. The answer: Ads, spread to helengone across the pages of newspapers and magazines, telling the story of fish fillets. Of course they are good, wholesome, inexpensive, and all that, nobody denies it, but other fish are good, too, and always were eaten before.

A man used to be able to earn a living catching scup and sea-bass with hand-lines. Now if he pays for his cigarettes he does darned well. Why? Filet of sole! That's the reason. And there can be no real economic reason back of this except the cost of labor. A tautaug will stand a damsite more handling than a flatfish, but it takes a few more motions to clean it. And nobody can convince us people in this neck of ocean that the Great American Public buys pugs, even if they are fileted, because they like them best.

Mr. Meigs is apparently a darned good scout who sees the writing on the bulwarks and wants to do something about it. But our guess hereabouts is that he would never think of boosting one fish from his local waters above all others, simply because it is easier to clean. It's a poor way to do business, if the fishermen are to benefit.

Wolverine Diesels are sturdy, simple, reliable, economical and long-lived



The "Mary J. Landry", of Wildwood, N. J. This schooner measures 78 ft. x 16½ x 8½ ft., and is equipped with a 4 cyl., 140 hp., 9¼ x 14, 4 cyc. Wolverine Diesel engine.

Many fishing vessels all along the coast have Wolverines because they are designed for fishing service.

Catalogue No. 135 Upon Request

WOLVERINE MOTOR WORKS, Inc.

Foot of Union Avenue

BRIDGEPORT, CONN.

Shell Publicizes Fish

THE February issue of Shell Progress, published by Shell Union Oil Corporation, features fishing in an article by Robert Pearson.

The article illustrates the Boston Fish Pier, the *Neptune* of the Haskins Fish Company's fleet; the *Winthrop* of the R. O'Brien fleet; the *Winchester* of the Usen Trawling Company's fleet; O. Gilliasson, a captain, and J. L. Fulham, Pres. of the Haskins Fish Co.; Arvid Ohlin, shore engineer of the R. O'Brien fleet; Pete McLeon, shore engineer of the Usen Trawling Company; Hathaway Oil Company truck at New Bedford; and Gene Fitzpatrick, Shell distributor, at the wheel of the *Gene and Don*, of Boston; together with views showing hauling, cleaning and unloading fish, mending nets, Gloucester schooners, dory fishermen, and fueling a trawler with Shell Dieseline.

The story recounts activities surrounding the Boston Fish Pier, and the fishing industry as a whole, colorfully outlined in a seven page industrial biography.

Grimsby and Hull Landings

WE are indebted to The Great Grimsby Coal, Salt and Tanning Co., Ltd., for the following figures on fish landings during 1938 at Grimsby and Hull, England.

They say: "You will note that Hull landed an appreciably larger weight of fish than Grimsby, but that the Grimsby fish was of a higher total value. This is owing to the fact that a larger percentage of the Grimsby vessels fish in near waters and, therefore, land a much greater variety of kinds of fish at higher prices than the deep water cod or haddock. The figures are as follows:—

Grimsby...483,396,928 lbs.—Value £4,252,252.

Average per lb.—2.11d (4¼ cents).

Hull....652,178,912 lbs.—Value £3,807,467.

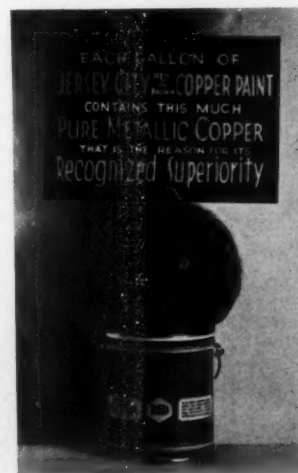
Average per lb.—1.40d (over 2¾ cents).

"Grimsby shows an increase of 32,000,000 lbs. over 1937

and an extra value of £260,000. The average price is practically the same as 1937.

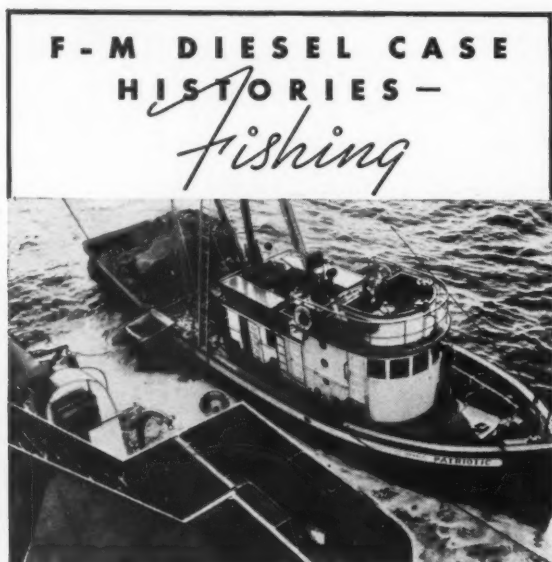
"Hull shows a decrease of 90,000,000 lbs., but an increase of £332,000. The value per lb. has increased from 2¼ cents to 2¾ cents.

"You will remember our telling you of an arrangement made between trawler owners of Grimsby and Hull over a year ago to bring into force a voluntary restriction scheme and, during the whole of 1938, twenty per cent of the fleet of each owner was laid up. This scheme was so successful in preventing gluts of fish and uneconomic prices that the owners at the two ports have arranged to continue it for this year and next. Undoubtedly, this laying up of trawlers contributed to the satisfactory figures above."



One of the exhibits in the Pettit Paint booth at the recent New York Motor Boat Show was a huge ball of fine copper wire mounted on top of a can of "Jersey City" red copper to indicate the actual amount of metallic copper in each gallon.

58519B



Diesel Gives PATRIOTIC Advantage over Steam

In size and fishing gear, the *Patriotic*, operating out of San Pedro, California, is typical of purse seiners. She has an over-all length of 78 feet, 19-foot beam, and a capacity of 100 tons of sardines. The 210-hp. six-cylinder Model 35 Fairbanks-Morse Diesel supplying propulsion power gives her a speed of ten knots, and she can operate on about twelve gallons of inexpensive fuel oil per hour.

In addition to lower power cost and dependability so essential to a fishing vessel, F-M Diesels also mean increased cruising range—decreased fire hazard. If you plan to build or convert—get all of the facts about F-M Marine Diesels—built for marine service from the bedplate up. Write Fairbanks, Morse & Co., Dept. 6, 600 S. Michigan Ave., Chicago, Ill. Branches with service stations in principal ports.

7504-OA27.519

FAIRBANKS-MORSE

DIESEL ENGINES
PUMPS
ELECTRICAL MACHINERY
FAIRBANKS SCALES
RAILROAD EQUIPMENT

WATER SYSTEMS
WELDERS-GRINDERS
FARM EQUIPMENT
STOKERS
AIR CONDITIONERS

Diesels



Photographer's model, Betty Driscoll, being sketched at the Essomarine booth by John Wentworth.

Boston Boat Show

THE New England Sportsmen's and Boat Show staged at Mechanics Building, Boston, February 4-12, eclipsed all former showings under this name.

There were more and better exhibits, more thrilling demonstrations, and many exhibitions of unusual merit, besides high bred dogs and other woodland animals, as well as fishes.

The show, under the direction of Campbell-Fairbanks Expositions, Inc., drew capacity crowds throughout the week.

Among the marine exhibitors were: *The American Pad & Textile Co.* (Life Preservers), *Boston Boat & Engine Co.*, *Champion Motor Co.*, *Colonial Beacon Oil Co.* (Essomarine), *Larson Marine Co.* (Covic Diesel Engines), *Walter Moreton Corp.* (Exhibit included Superior and Red Wing Engines and Harvey Radio Laboratory Marine Telephone), *National Marine Co.*, *New England Marine Co.* (Exhibit included Lycoming Motors and Jefferson-Travis Marine Radio Telephone), *New England Propeller Service* (Machined Pitch Michigan Propellers), *New England Telephone & Telegraph Co.* (Ship-to-Shore Telephone Service), *Thos. T. Parker, Inc.* (Exhibit included Willard Batteries and Dane G-C Marine Radio Compass), *Stearns Marine Co.* (Sound Products' Radio-telephone), *Submarine Signal Co.* (Fathometer and Western Electric Marine Radio Telephone Equipment), *U. S. Bureau of Fisheries*, *The E. J. Willis Co.* (Marine accessories including Hyde propellers).

Bell Phone Now Reaches Newfoundland

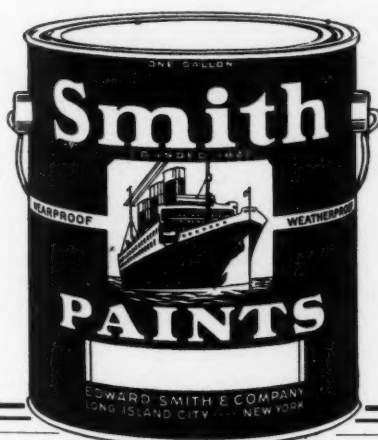
THE recent establishment of a radiotelephone circuit between Montreal and St. John's, Newfoundland, links America with the scene of the first transatlantic radio transmission. It was at St. John's that Marconi picked up a signal from Cornwall, England, on December 12, 1901.

The new channel which connects at Montreal with the wire network running across the American border, links all Bell and Bell-connecting telephones with the principal cities of the island. The radio link employs short wave and is nearly 1,000 miles long. Service on the radio link was officially inaugurated on January 10 by a conversation between Lord Tweedsmuir, Governor General of Canada, and Vice Admiral Sir Humphrey Walwyn, Governor of Newfoundland.

Since the opening, a number of calls have been set up between Newfoundland and points in New York and New England.

SMITH *Ship and Boat* *Paints*

A complete line of paints that can "take it" for all types of fishing and commercial craft.



EDWARD SMITH & COMPANY, INC. • NEW YORK, N. Y.

Covic Catalog

COMplete information on the Covic Diesel marine engines now in production in America is included in an attractive new catalog issued by the Covic Diesel Division of the Northill Company, Inc., of Los Angeles.

The new catalog gives installation and performance data on Covic Diesels for main power in boats up to 30 ft., as auxiliaries in 50 ft. sail boats, and as complete generator sets. They are available in 2:1 and 3:1 reduction gear models.

The Covic is a full Diesel of 20 hp. with two opposed cylinders, and is of unusually light weight and small size.

Copies of the new catalog may be obtained from the Northill Company, Inc., 6824 McKinley Avenue, Los Angeles, California.

Cummins New York Display Shipped to San Francisco

CUMMINS Engine Company's display at the National Motor Boat Show in New York has been shipped to San Francisco for display during the Fair, which opened on February 18, 1939.

Cummins attracted considerable attention at the New York Show with a new supercharged engine. With the supercharging unit, a standard HMR-600, 150 hp., 4 $\frac{1}{4}$ in. bore and 6 in. stroke, Diesel now develops 200 hp. at 1800 rpm. The weight of the engine including all equipment except the reverse and reduction gears is only about 2150 lbs. . . . approximately 10 lbs. per horsepower. The first of these engines was built for service in the U. S. Navy. Capt. Andy Neskovits, well-known marine engineer and representative of Cummins Diesel Engine Corp. of New York, reports the sale of one of them at the Show to Capt. G. O. Driscoll, owner of the New York party fishing boat *Oblay*. Two others have been shipped to Crowley Transportation Company, which will be used in water taxi service to and from San Francisco Golden Gate Exposition.

Osco-Marined Ford Engine

MODEL 90Z OSCO-Marined Ford engine, with its integrally built 3:1 reduction gear, was specifically designed for use in commercial fishing vessels, and is becoming increasingly popular for the powering of lobstermen, gill netters, purse-seiners and shrimpers throughout the country.

The Model 90Z provides an operating shaft horsepower output of 70 at 750 rpm. as well as holding in reserve the maximum output of 90 bhp. at 1000 rpm.

The manufacturers say:

"In contrast to the older type of vertical bore four, six and eight cylinder motors of comparable horsepower output, the Model 90Z engine shows a fuel consumption of only 3.78 gallons per hour at 70 hp. output.

"Average maintenance cost of this commercial fisherman Model 90Z over a period of 3 years is less than \$2.00 per month (including new motor block at end of third year); this figure is based upon daily operations of approximately 8 hours, 20 minutes running time, 320 days per year."

Twin Disc Offers New Marine Gear

THE Twin Disc Clutch Company, Racine, Wisconsin, is now offering reverse and reduction gears suitable to engines of 200 hp.

In this new size are included all the features which have proved so successful in the smaller sized gears, and the new larger model supplements the standard line so that the following models are now available: The model MG-61 for engines ranging from 50 hp. at 1000 rpm. to 70 hp. at 1800 rpm.; Model MG-125 for engines ranging from 70 hp. at 900 rpm. to 140 hp. at 1800 rpm.; Model MG-161 for engines ranging from 100 hp. at 900 rpm. to 200 hp. at 1800 rpm. and Model MG-200 for engines ranging from 100 hp. at 600 rpm. to 215 hp. at 1200 rpm.

In all models the forward and reverse clutches as well as the reverse and reduction gears are enclosed in a one-piece housing.

READY for Tough Going



GENERAL ELECTRIC marine motors last because they are built well. Consider, for example, the drip-proof, fully protected motor shown above—for use below deck wherever moisture and falling water are encountered. Features like these contribute to its long life:

Cartridge-type ball bearings exclude dirt and moisture even when motor is disassembled.

Windings specially treated to resist moisture, oil, mild acids and alkalis, and mechanical injury.

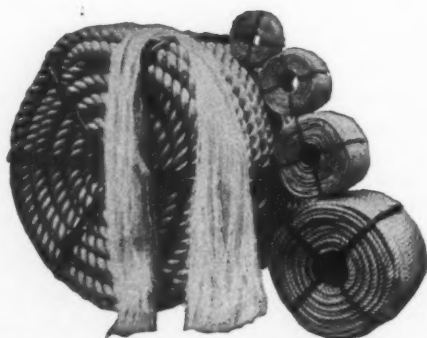
Conduit box sealed against moisture.

Metal parts are noncorrodible or are painted to withstand salty atmospheres.

There are G-E motors for every application in the fishing industry. They are sold by men who know marine conditions, and they are backed by the world's largest manufacturer of marine electric equipment. For any electric equipment, call the nearest G-E sales office. General Electric, Schenectady, N. Y.

GENERAL ELECTRIC

008-42



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New Bedford Cordage Co.

General Offices: 233 Broadway, N. Y. C.

Boston: 10 High St.

Chicago: 230 W. Huron St.

Mills: New Bedford, Mass.

New Northhill Anchor

COMPANION to the world-famous Northhill Folding Anchors, the Northhill Company, Inc., introduced to the trade at the New York Boat Show a new light weight Utility Anchor that offers exceptional holding power, at a low, popular price.

Two sizes of the new Utility Anchor are available with a holding power to weight ratio of approximately 35 to 1. The 13-pound anchor, designated as the 6R, shows a holding power of 450 pounds and is recommended for boats up to 7500 pounds gross weight. The larger Northhill Utility Anchor, weighing 30 pounds and known as the 12R, has a tested holding power of 900 pounds and can be used on boats up to 15,000 pounds gross weight.

The shank, fluke arms and flukes of the new anchors are fabricated in one piece from special high tensile alloy steel known as Ductilon and are then heat treated. The resulting anchors have tremendous structural strength which will not break, even under extreme overloads.

The stock arm, which nests against the shank of the anchor for stowage, slides into position through a groove at the base of the shank, where it is locked in position for use.

The anchors are treated to remove scale and are then hot dipped galvanized in accordance with rigid marine specifications to assure complete surface coverage and a perfect bond.

The new Utility Anchors incorporate the same proven scientific advantages which have made the Northhill Folding Anchors internationally famous. According to the manufacturers, over 10,000 Northhill Folding Anchors have already been sold and they continue to be specified and used exclusively on all Naval aircraft purchased by the United States government. In addition, the United States Navy, United States Coast Guard, and numerous foreign governments use them extensively and they are specified and used as original equipment by many manufacturers of boats and yachts.

National Net & Twine Baltimore Warehouse

NATIONAL Net & Twine Division of the Ludlow Manufacturing & Sales Co., whose mills are located at Ludlow, Mass., have established a branch warehouse and sales office at No. 33 So. Charles St., Baltimore, Md., for the convenience of their many friends and customers in the Chesapeake Bay territory.

Buda at Chicago Show

THE Buda Company, Harvey, Illinois, builders of high speed, light weight marine Diesels, will display five models of their Diesel engines and one model LM-525 Buda gasoline marine engine at the 1939 Chicago National Boat and Sports Show, February 26th to March 5th.

Diehl Price List and Catalog

THE Diehl new simplified motor price list and Catalog No. 39 contains a wealth of useful price information and application data on motors, generators, motor-generator sets, ventilating equipment, grinders, etc., with all of the material arranged in simplified form for quick and easy reference.

Copy may be obtained on request by addressing Diehl Manufacturing Co., Elizabeth, N. J.



The new low priced lightweight Northhill Utility Anchor.

New Brunswick Sardine Packers Busy With Unusual Mid-winter Pack

By C. A. Dixon

WITH two sardine-packing concerns going strong in Southern New Brunswick in mid-Winter, all records in connection with the canning of the silvery little fish have gone by the board, and a unique situation prevails at Black's Harbor, N. B., and Fairhaven, N. B., in regard to production and employment in an industry which heretofore has been considered seasonal only. Fish are fairly plentiful for the time of year, and are being caught by the "driving" method (the dipping from the sea of small herring by the aid of torch-lights in the night) at Beaver Harbor, N. B., not far from the Black's Harbor factory, at the Wolves Islands, Campobello, and Grand Manan.

Scores of factory employees, both male and female, are feeling pleased over the unusual turn of affairs which permits them to earn during the Winter months. At the Connors Bros., Ltd., plant at Black's Harbor the smaller unit with a capacity of forty hogsheads, daily, has been fitted for Winter packing and ever since the new year came in daily supplies have been better than normal even in the Summer. At the H. W. Welch, Ltd., sardine factory at Fairhaven steady supplies of fish were received every day one week, and quite regular other weeks of the new year. Fish are commanding a ready sale at \$12.00 a hogshead and at the time of writing more fishermen are entering the business of driving herring by torchlight.

New Fishery Inspector

Grand Manan, N. B., has a new fishery inspector, Sirdir K. Ingalls, of Seal Cove, who succeeds the late Inspector W. E. Joy, also of Seal Cove. Mr. Ingalls has had considerable experience in the smoked herring business and as manager of a pearl essence manufacturing plant at Grand Manan. His duties will include the inspection of smoked herring in Canada's only fishing district where this business is carried on extensively. He will also inspect mackerel and other types of fish prepared for marketing in both domestic and foreign markets of trade. Government restocking programmes will also be under the jurisdiction of Inspector Ingalls.

Net Fishing Revived

Net fishing, the old-time manner of catching herring in Southern New Brunswick, has been to the fore again this Winter and fishermen have made some money at the business. These fish have not been sold to Lubec, Me., buyers, according to a report received from the Maine smoked herring town, which states that the smoked fish situation has "gotten to a point where orders have been farmed out by some packers whose stocks have been depleted, while others are not far from the same condition. It has been many weeks since any raw herring have come in and the outlook for new stock is very poor. The few herring taken in in gill-nets at Grand Manan are not coming this way."

Clam Factory Does Good Business

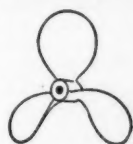
The clam factory of H. W. Welch, Ltd., of Wilson's Beach has done a good business this Winter and local help have found the work supplied by the comparatively new industry a blessing in the time of need. Charlotte County clammers have enjoyed a good demand for their product. The Welch concern cans clams in the Winter and cod, haddock, pollock and hake during the Summer months. Last season was a very poor season for groundfish and not much business was done. It is expected that better times will prevail the coming Summer as a good year usually follows a poor one in the fresh fishing game, although it does not always work out that way, as all will agree. It does seem, however, that something turns up to ward off disaster in the fishing business at a time when hope is about to be abandoned. So 1939 should be a banner season for New Brunswick fishermen.

*now let's see yuh
bust a HYDE!*



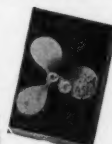
"Tough" is the word that best describes Hyde Bronze, the metal used in Hyde Propellers. Pot buoys, floating drift and other obstructions cause no fears for the boatman whose craft is Hyde-equipped. In the words of an old salt, "I've see'd many a Hyde wheel take a' awful drubbin', but I ain't never see'd one bust yit." Your boat will be safer and more efficient if you install a Hyde.

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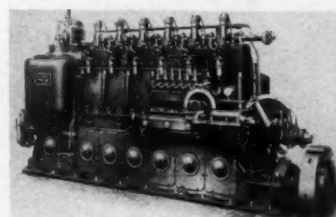
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6-1500 H. P.

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320 H.P.—6 Cyl.—2 Cycle—Full Diesel
Extremely compact, only 10 ft.—9 in. long. Removable cylinder liners. Low fuel consumption at all loads. Quick direct reversing. Full ahead to full astern in 6 sec. Can be started 50 times during maneuvering without recharging air bottles. Write for other details.

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The John Chisholm Fisheries Co., 35 Wharf St., Gloucester, Mass.

The Mullins Fishing Gear, Pier 4, New Bedford, Mass.

Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston.

Where to Ship

These companies are in the market for fish and shellfish.

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R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

CHICAGO, ILL.Booth Fisheries Corp., 309 West Jackson Blvd.
J. A. Klafin, 209 N. Union Ave.**NEW YORK, N. Y.**Beyer Fish Co., Fulton Fish Market.
Chesebro Bros. & Robbins, 4 Fulton Market.
John Dais Co., Fulton Market.
Eastern Commission Co., 19 Fulton Market.
International Fish Co., Inc., 111 Fulton Fish Market.
Lester & Toner, Inc., Fulton Fish Market.
South Fish Co., 112-113 Fulton Market.
Frank W. Wilkisson, Inc., 16 Fulton Market.**PHILADELPHIA, PA.**Millers Snapper Yard, 1520 E. Montgomery Ave. (Live Snapping Turtles).
C. E. Warner Co., Inc., 8 Dock St. Fish Market.

Lunenburg Associations Elect Officers at Annual Meetings

By H. R. Arenburg

At the annual meeting of Station 101, Fishermen's Federation of Nova Scotia, Capt. August Walters was re-elected as the President. Other members of the executive elected were Vice-President, Capt. William Deal; Secretary-Treasurer, Capt. Lawrence Allen; and Executive members, Titus Wentzell, James Buffet, Robert Allen, James Malley and Bert Levy. The Auditors appointed were Capt. Foster Corkum and Capt. Angus Tanner.

Relief Association

The seventh annual general meeting of the members of the Lunenburg Fishermen's Mutual Relief Association was held in the Court House, with the Chairman of the Board of Directors, H. R. Arenburg, presiding. The financial statement of the Association showed the financial condition of the organization to be in excellent shape.

Sixteen claims have been awarded since the Association was organized and these claims have been capitalized at an amount of \$4,830.55. During the past year, the Association paid out to the widows and children of the fishermen who have lost their lives in the industry during the past seven years, the amount of over six thousand and an amount of over two thousand dollars for partial claims for accidents which happened to the fishermen during the year. Mr. Arenburg was re-elected for the coming year and other officers are: Vice-Chairman, Capt. Henry C. Winters; Director, Douglas F. Adams; and Secretary-Treasurer, M. M. Gardner.

Marine Railway Co.

At the annual meeting of the Lunenburg Marine Railway Co., Ltd., the following directors were elected: Hon. William Duff, H. W. Adams, E. Fenwick Zwicker, George A. Rhuland, Joseph N. Smith, Richard B. Silver, and Christian Iversen. Douglas F. Adams and G. B. Fraser were appointed Auditors.

Small Trips Due to Rough Weather

The weather during the past month has been very rough and the trips landed by the fleet of fresh fishermen who were operating were in most cases very small. For the month the following landings from among the schooners in the fleet were: *Muriel Isabel*, Capt. Walter Crouse, 52,000; *Marshall Frank*, Capt. Frank Risser, 100,000; *Jean and Shirley*, Capt. Newman Wharton, 60,000; *Arthur J. Lynn*, Capt. Foster Corkum, 130,000; *R. B. Bennett*, Capt. Elburne Demone, 105,000; *Douglas and Robert*, Capt. Calvin Tanner, 135,000; *Sir Ernest Petter*, Capt. Napean Crouse, 50,000; *Mahaska*, Capt. Orlando Lacc, 40,000; *Howard Donald*, Capt. Guy Tanner, 35,000; *Pasadena*, Capt. Cecil Walters, 20,000.

New Engine Installed

The schooner *Harry W. Adams*, Captain Arnold Parks, has had a new 300 h.p. Diesel motor installed by the staff of the Lunenburg Foundry Co., Ltd.

Murray Harbor, P. E. I.

By W. A. MacDonald

As January was drawing to a close fishing news from Murray Harbor was not very plentiful. Smelt fishing was about over and catches were only fair.

Some interest is now beginning to be shown by some of the lobster fishermen in preparation for the Spring season. Several new boats have been ordered from the local builders, and knitting trap heads is once more the order of the day.

The Provincial Fishermen's Loan Board, in conjunction with the Federal Government is extending aid to needy fishermen and it is believed that although the amounts given are comparatively small, this aid will be a great help to those who are not in very good circumstances.

TANGLEFIN NETTING
"CATCHES MORE FISH"
 LINEN & COTTON GILL NETTING
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LUDLOW MANUFACTURING & SALES CO.,
 NATIONAL NET & TWINE DIVISION
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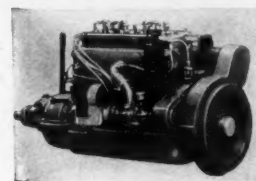
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 and other auxiliaries
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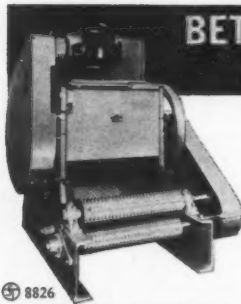
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36 ft. Friendship sloop, rebuilt, cruise 6, Kermath powered, \$1600. 38 ft. x 10 ft. Jonesport model party boat, new 1936, Gray powered, \$1650; and many others. **MARINE ENGINES**, Gas, reconditioned, 225 hp. Kermath, \$375. 40 hp. Lathrop, \$350. 100 hp. Lathrop, \$475. 100 hp. Kermath, \$200. Oil—450 hp. Winton, \$6,500. 300 hp. Fairbanks-Morse, \$5,000. 110 hp. Cooper-Bessemer, \$3,000. 120 hp. Kahlenberg, \$1,750. 70 hp. Kahlenberg, new engine guarantee, \$3,650. 45 hp. Fairbanks-Morse, \$900; and many others. Write us as to your requirements—we have the largest listing of boats and used engines in New England. **KNOX MARINE EXCHANGE, CAMDEN, MAINE.**

PETTER ENGINE FOR SALE

6 hp. "S" Type auxiliary Diesel engine with twin-flywheels, complete with silencer and water circulating pump, used for demonstrating only. Price: \$285. Also 8 hp. engine, same type, slightly used: \$385. Both with new engine guarantee. Suitable for driving generators, pumps, compressors, or fish hoist. Address New England Trawler Equipment Co., National Docks, East Boston, Mass.

WANTED TO PURCHASE

Four cylinder Fairbanks-Morse full Diesel engine, 8¾ in. bore, 10½ in. stroke, in good condition. Kindly state price and any other particulars necessary. Notify A. J. Hamm, 35 Middle St., West Saint John, New Brunswick.

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Smack *Edward J.*, 63 ft. x 14 ft. 4 in. x 6 ft. Powered with a 45 C.O. Has electric lighting plant. Engine and boat as good as new. Price reasonable. E. Jameson & Sons, Portsmouth, N. H.

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Rebuilt four cylinder, 40 hp. Lathrop engine, in A-1 condition—\$400. Address Tom Ozio, Morgan City, La.

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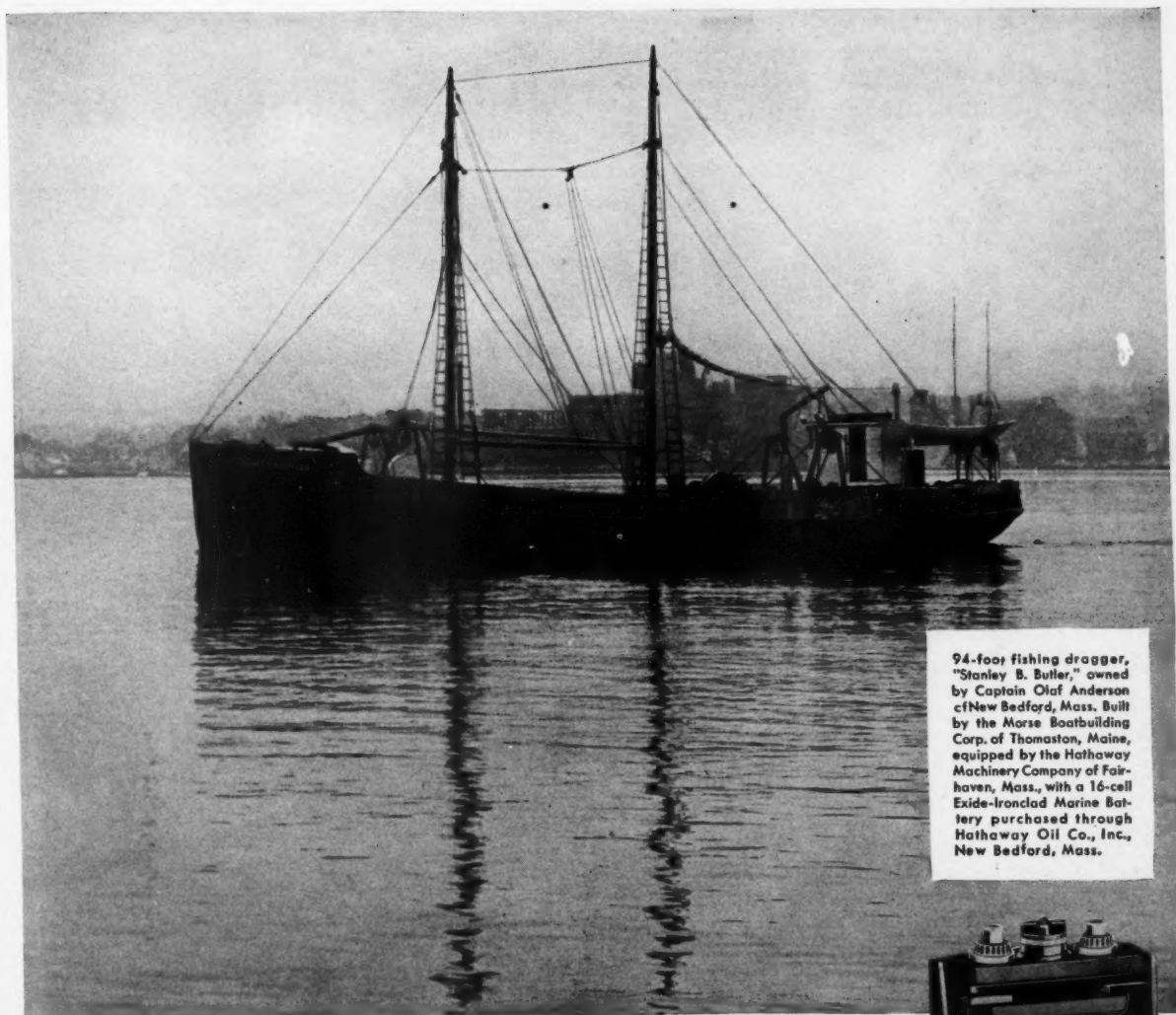
Two suits of sails from 98 ft. schooner yacht. Frank Upson, Sail Maker, New Haven, Conn.

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Dragger *Absegami*, 71 ft. x 16.2 ft. x 5.7 ft., 120 hp. twin screw pair Atlas Imperial engines, 60 hp. each and used only 5 months. Atlas Diesel Engine Corp., 115 Broad St., New York, N. Y.

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41 ft. power boat fitted for dragging or scalloping. Has two new beam trawls one five in. mesh, one three in. mesh. 300 fathoms new steel cable. Brown hoist, scallop drag in fine condition. Power 4 cyl., 56 hp. Gray engine. A fine boat for dragging, trawling, scalloping or lobstering. For particulars and picture of boat address Box GMC, Atlantic Fisherman, Goffstown, N. H.



94-foot fishing dragger, "Stanley B. Butler," owned by Captain Olaf Anderson of New Bedford, Mass. Built by the Morse Boatbuilding Corp. of Thomaston, Maine, equipped by the Hathaway Machinery Company of Fairhaven, Mass., with a 16-cell Exide-Ironclad Marine Battery purchased through Hathaway Oil Co., Inc., New Bedford, Mass.

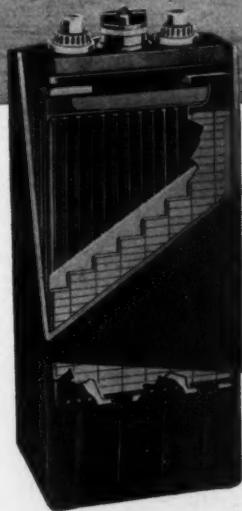
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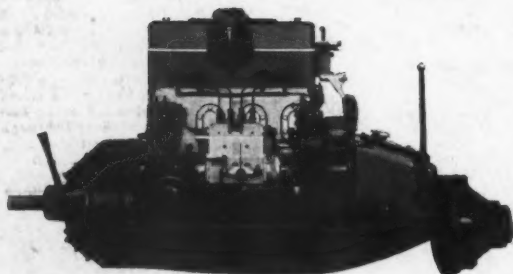
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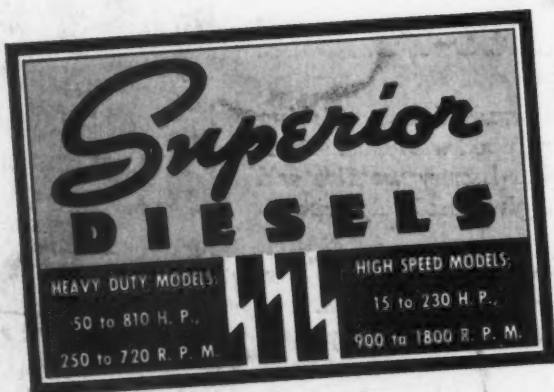




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